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EMIGRATION TO CANADA.

# CANADA:

A BRIEF OUTLINE OF HER

## GEOGRAPHICAL POSITION,

PRODUCTIONS, CLIMATE, CAPABILITIES,

EDUCATIONAL AND MUNICIPAL INSTITUTIONS,

FISHERIES, RAILROADS, &c., &c., &c.

THIRD EDITION.

Published by Authority.

QUEBEC:
PRINTED BY JOHN LOVELL, ST. ANN STREET.
1861.

PRICE ONE SHILLING.

Hon. W. Hamilton

EMIGRATION TO CANADA.

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F5012
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595 feet above the Sea
75 Fathoms deep

*Reduced Copy of the*

# GOVERNMENT MAP OF CANADA

*Compiled by Thomas Devine Esq. P.L.S.*

*Head of Surveys U.C.B.*

*Department of Crown Lands 1861*

SCALE OF BRITISH STATUTE MILES

# TABULAR LIST OF THE COUNTIES IN UPPER CANADA WITH THE TOWNSHIPS COMPOSING THE SAME, ALPHABETICALLY ARRANGED.

*The Townships are indicated by Corresponding numbers on the Map.*

### *Addington.*

Abinger 1
Anglesea 2
Ashby 3
Brudenell 4
Camden E. 5
Denbigh 6
Effingham 7
Ernestown 8
Kaladar 9
Lyndock 10
Radcliffe 11
Raglan 12
Sheffield 13

### *Bruce.*

Albemarle 1
Amabel 2
Arran 3
Brant 4
Bruce 5
Bury 6
Carrick 7
Culross 8
Eastnor 9
Elderslie 10
Greenock 11
Huron 12
Kincardi'e 13
Kinloss 14
Lindsay 15
Saugeen 16

### *Brant.*

Brantford 1
Burford 2
Dumfries S. 3
Oakland 4
Onondaga 5
Tuscarora 6

### *Carleton.*

Fitzroy 1
Gloucester 2
Goulbourn 3
Gower N. 4
Huntley 5
Marlboro' 6
March 7
Nepean 8
Osgoode 9
Torbolton 10

### *Dundas.*

Matilda 1
Mountain 2
Williamsb'g 3
Winchester 4

### *Durham.*

Cartwright 1
Cavan 2
Clarke 3
Darlington 4
Hope 5
Manvers 6

### *Glengary.*

Charlottenburg 1
Kenyon 2
Lancaster 3
Lochiel 4
St. Regis Reserve

### *Grey.*

Artemesia 1
Bentinck 2
Collingw'd 3
Derby 4
Egremont 5
Euphrasia 6
Glenelg 7
Holland 8
Keppel 9
Melancth'o 10
Normanby 11
Osprey 12
Proton 13
St. Vincent 14
Sullivan 15
Sydenham 16

### *Essex.*

Anderdon 1
Colchester 2
Gosfield 3
Maidstone 4
Malden 5
Mersea 6
Rochester 7
Sandwich 8
Tilbury W. 9

### *Frontenac.*

Barrie 1
Bedford 2
Clarendon 3
Hinchinbrooke 4
Kennebec 5
Kingston 6
Loughboro' 7
Olden 8
Oso 9
Palmerst'n 10
Pittsburgh 11
Portland 12
Storr'gton 13
Wolfe Isl'd 14

### *Grenville.*

Augusta 1
Edwardsb'g 2
Gower S. 3
Oxford 4
Wolford 5

### *Haldimand*

Canboro 1
Cayuga S. 2
Cayuga N. 3
Dunn 4
Moulton 5
Oneida 6
Rainham 7
Seneca 8
Sherbrooke 9
Walpole 10

### *Halton.*

Esquesing 1
Nassagiweya
Nelson 3
Trafalgar 4

### *Hastings.*

Bangor 1
Carlow 2
Cashel 3
Dungannon 4
Elzevir 5
Faraday 6
Grimsthorpe
Herschel 8
Hungerford 9
Hunt'gdon 10
Lake 11
Limerick 12
Madoc 13
Marmora 14
Mayo 15
McClure 16
Monteagle 17
Rawdon 18
Sidney 19
Thurlow 20
Tudor 21
Tyendinaga 2
Wicklow 23
Wollaston 24

### *Huron.*

Ashfield 1
Biddulph 2
Colborne 3
Grey 4
Goderich 5
Hay 6
Hullet 7
McGillivray 8
McKillop 9
Morris 10
Stanley 11
Stephen 12
Tuckersmith
Turnberry 14
Usborne 15
Wawanosh 16
Howick 17

### *Kent.*

Camden W. 1
Chatham 2
Dover E. 3
Dover W. 4
Harwich 5
Howard 6
Orford 7
Raleigh 8
Romney 9
Tilbury 10
Zone 11

### *Lanark.*

Bathurst 1
Beckwith 2
Burgess N. 3
Dalhousie 4
Darling 5
Drummond 6
Elmsley N. 7
Lanark 8
Lavant 9
Montague 10
Packenh'm 11
Ramsay 12
Sherbr. N. 13
Sherbr. S. 14

### *Lambton.*

Bosanquet 1
Brooke 2
Dawn 3
Enniskillen 4
Euphemia 5
Moore 6
Plympton 7
Sarnia 8
Sombra 9
Warwick 10

### *Leeds.*

Bastard 1
Burgess 2
Crosby N. 3
Crosby S. 4
Elizabethtown 5
Escott 6
Elmsley 7
Kitley 8
Lansdowne Front 9
Lansdowne Rear 10
Leeds Ft. 11
Leeds Rr. 12
Young 13

### *Lenox.*

Adolphustown 1
Fredericksburg 2
Richmond 3

### *Lincoln.*

Caistor 1
Clinton 2
Gainsboro 3
Grimsby 4
Grantham 5
Louth 6
Niagara 7

### *Middlesex.*

Adelaide 1
Carradoc 2
Delaware 3
Dorch'r N. 4
Ekfrid 5
Lobo 6
London 7
Metcalfe 8
Mosa 9
Nissouri W 10
Westm'str 11
Williams 12

### *Norfolk.*

Charlottv'e 1
Houghton 2
Long Point 3
Middleton 4
Townsend 5
Walsingh'm 6
Wyndham 7
Woodhouse 8

### *Northumb'd.*

Alnwick 1
Brighton 2
Cramahe 3
Haldimand 4
Hamilton 5
Monagh'n S. 6
Murray 7
Percy 8
Scymour 9

### *Ontario.*

Brock 1
Georgina 2
Mara 3
Pickering 4
Rama 5
Reach 6
Scott 7
Thorah 8
Whitby 9
Uxbridge 10
Scugog 11

### *Oxford.*

Blanford 1
Blenheim 2
Dereham 3
Dissert 4
Dummer 12
Ennismore 13
Galway 14
Glamorgan 15
Guilford 16
Harburn 17
Harcourt 18
Harvey 19
Methuen 20
Minden 21
Monaghan N.
Monmouth 23
Otanabee 24
Smith 25
Snowdon 26
Stanhope 27

### *Peel.*

Albion 1
Caledon 2
Chinguacousy 3
Toronto 4
" Gore 5

### *Perth.*

Blanshard 1
Downie 2
Easthope N. 3
Easthope S. 4
Ellice 5
Elma 6
Fullarton 7
Hibbert 8
Logan 9
Morn'gt'n 10
Wallace 11

### *Peterboro'.*

Anstruther 1
Asphodel 2
Belmont. 3
Burleigh 4
Bruton 5
Cardiff 6
Cavendish 7
Chandos 8
Douro 9
Dudley 10
Dysart 11

### *Prescott.*

Alfred 1
Caledonia 2
Hawksb'y E. 3
" W. 4
Longueuil 5
Pl'genet N. 6
" S. 7

### *Prince Ed.*

Ameliasb'h 1
Athol 2
Hallowel 3
Hillier 4
Marysb'rgh 5
Sophiasb'h 6

### *Renfrew.*

Admaston 1
Algona N. 2
Algona S. 3
Alice 4
Bagot 5
Blithfield 6
Brougham 7
Bromley 8
Buchanan 9
Canonto 10
Fraser 11
Grattan 12
Griffith 13
Horton 14
Matawatch'n
McKay 16
McNab 17
Miller 18
Pembroke 19
Petawawa 20
Rolph 21
Ross 22
Sebastopol 23
Stafford 24
Westmeath 5
Wilberforce 6
Wylie 27

### *Russell.*

Cambridge 1
Clarence 2
Cumberl'd 3
Russell 4

### *Simcoe.*

Adjala 1
Morrison
Essa 2
Flos 3
Gwillimbury W. 4
Innisfil 5
Matchedash 6
Medonte 7
Mono 8
Mulmur 9
Muskoka 10
Nottawasaga
Orillia 12
Oro 13
Sunnidale 14
Tay 15
Tecumseth 16
Tiny 17
Tossor'ntio 18
Vespra 19

### *Stormont.*

Cornwall 1
Finch 2
Osnabruck 3
Roxboro' 4

### *Victoria.*

Anson 1
Bexley 2
Carden 3
Dalton 4
Digby 5
Draper 6
Eldon 7
Emily 8
Fenelon 9
Hindon 10
Laxton 11
Longford 12
Lutterworth
Macaulay 14
Mariposa 15
Oakley 16
Ops 17
Ryde 18
Somerville 19
Verulam 20

### *Waterloo.*

Dumfries N. 1
Waterloo 2
Wellesley 3
Wilmot 4
Woolwich 5

### *Welland.*

Bertie 1
Crowland 2
Humberstone 3
Pelham 4
Stamford 5
Thorald 6
Wainfleet 7
Willoughby 8

### *Wellington*

Amaranth 1
Arthur 2
Eramosa 3
Erin 4
Guelph 5
Garrafraxa 6
Luther 7
Maryboro' 8
Minto 9
Nichol 10
Peel 11
Pilkington 12
Puslinch 13

### *Wentworth*

Ancaster 1
Barton 2
Beverley 3
Binbrook 4
Flamboro' E.
Flamboro' W.
Glanford 7
Saltfleet 8

### *York.*

Etobicoke 1
Gwillimbury N. 2
Gwill'y E. 3
King 4
Markham 5
Scarboro' 6
Vaughan 7
Whitchur'h 8
York 9

2006

## BUREAU OF AGRICULTURE.

QUEBEC, JANUARY, 1861.

This Pamphlet has received the approval of this Department, and is intended for extensive circulation in Great Britain and Ireland, and the Continent of Europe, in the hope that "Canada," as a distinct and important portion of "North America" may thus become better known.—Any further, and more detailed, information on the subject of Canada, will be cheerfully afforded (personally or by letter) by WILLIAM HUTTON, Esquire, Secretary.

# CONTENTS.

PAGE.
3 Tabular List of the Counties in Upper Canada, with their Townships.
7 Introduction.
8 The Geographical Position and Extent of Canada.
9 The Natural Advantages and Resources of Canada.
11 Minerals—Metals, Ores, &c.
12 Fisheries.
14 Her form of Government and Connection with Great Britain.
15 The character of the Population of Canada.—Her Cities and Towns.
17 The Laws and Municipal Institutions of Canada.
18 Educational Institutions in Canada.
20 Religion in Canada.
21 Agricultural Capabilities of the Soil.
22 Value of Land.
24 Crown Land Agents in Upper (Western) Canada.
25 Crown Land Agents in Lower (Eastern) Canada.
28 Free Grants.
30 Land Regulations.
31 Present Condition and Prospects of the New Settlements.
43 The Climate of Canada.
46 Routes through the Province to any part of Canada and the Northern States of the American Union.
47 Trade and Revenue.
49 Canada as a field for Remunerative Industry.
50 Wages in Canada.
52 Required Outfit.
54 Railway Routes through Canada.
55 Routes, Distances, and Rates of Passage.
60 Value of English Coin.
60 Protection to Emigrants.
61 Letter from the Chief Agent for Emigration on the demand for Labour.
62 Proclamation establishing Free Ports.

# INTRODUCTION.

CANADIANS can well understand the expression of mingled wonder and regret which rose to the lips of Count Jaubert, when surveying the magnificent display of Agricultural Products from Canada, at the Paris Universal Exhibition :—" Now we can form an estimate of the value of those few acres of SNOW, ceded to England with such culpable carelessness by the government of Louis XV.; "*—for they know, from hard experience, that a name conveys no idea of the real wealth of a country, until that name becomes openly associated with the industry of its inhabitants and the triumphs they have won.

During centuries Canada has been spoken of as a distant and un profitable waste, and not until the wonderful pageants of London and Paris, in 1851 and 1855, did she take her place among the producing nations of the Earth, and acquire the richly deserved descriptive title of " a land of hope not likely to be disappointed. Active, intelligent, enterprising beyond all other distinct nations, which equally abound in the elements of industrial production, she claims and demands our attention."†

In Europe it is usual to speak of " America and Americans " when any part of the Northern half of that great continent is referred to, while the existence of " Canada" as a distinct country, is ignored or unknown. The shadow of the great nation of " The United States of America " obscures it. Europeans too often think only of the latter when they give a thought at all to the North American Continent. Let it be our place to undeceive them and to shew that Canada is a country totally distinct from the United States—free from the blight of slavery, and free, too, from many of the faults which have crept into the social and political relations of our Republican neighbours. A glance at a Map will shew the relative position of Canada and the United States.

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* La Botanique à l'Exposition Universelle de 1855.

† M. Tresca.—A visit to the (Paris) Exhibition.

## THE GEOGRAPHICAL POSITION AND EXTENT OF CANADA.

If an area be traced in Europe, corresponding generally to that cupied by Canada in America, and the meridian of the most southern part of Canada be supposed to lie upon the meridian of Greenwich, in England; the south of France, at the base of the Pyrenees, will represent the south frontier of Canada; the south-eastern boundary of this area will stretch through France, Switzerland, Bavaria, and Austria, to a point in the south of Poland, and a line drawn northward to Warsaw will delineate the mouth of the Gulf of St. Lawrence. The north-western boundary of this area will extend from the south of France, in a northerly direction, towards and beyond Brest; and a line drawn from near Brest to the British Channel, thence through England, Belgium, and Germany, to Warsaw again, will establish the position of a European area corresponding to Canada in America. The inhabited and highly fertile portion of Canada is represented in this area by those regions which lie in the south, centre, and south-east of France, and in those parts of Switzerland, Bavaria, and Austria included within its boundary. The other portion, although of vast extent, and not so well fitted for extended agricultural operations, is highly valuable on account of its timber and minerals.

The Province of Canada embraces about 350,000 square miles of territory, independently of its North-Western possessions, not yet open for settlement; it is consequently more than one-third larger than France, nearly three times as large as Great Britain and Ireland, and more than three times as large as Prussia. The inhabited or settled portion covers at least 40,000 square miles, and is nearly twice as large as Denmark, three times as large as Switzerland, a third greater than Scotland, and more than a third the size of Prussia; but such is the rapid progress of settlement, that probably in ten years time, the settled parts of Canada will be equal in area to Great Britain or Prussia.

Prior to the year 1840, Canada was divided into two distinct Provinces, known as Upper and Lower Canada, possessing separate Legislative bodies or Parliaments for the local government of each. In 1840, these Provinces were united, although for some purposes the old territorial divisions still exist. Upper Canada is that part of the new United Provinces which lies to the South and West of the River Ottawa; Lower Canada embraces the country to the North and East of that River.

This extensive Province is bounded on the north by the British possessions, at present in the occupation or guardianship of the Hudson's Bay Company; on the south and east by the States of the American Union and the British Province of New Brunswick. The western boun-

dary of Canada, west of Lake Winnipeg, is yet undefined. The River St. Lawrence, and Lakes Ontario, Erie, St. Clair, Huron, and Superior, with their connecting rivers, form a wonderful natural boundary between Canada and the States of the Union, and a means of communication of surprising extent and unsurpassed excellence.

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## THE NATURAL ADVANTAGES AND RESOURCES OF CANADA.

In all new countries means of communication may be styled the pioneers of permanent improvement and expansion. Canada is especially fortunate in this respect; she possesses, without exception, the most magnificent system of natural and artificial water highways, in direct communication with the sea, to be found in either hemisphere. A ship sails from Liverpool, London, Havre, Bremen, Hamburg, Stockholm, or any other European port, and arrives at the mouth of the St. Lawrence, the great marine outlet of the commerce of Canada, and of the Far West. Let us ascend the St. Lawrence with her, and without changing our vessel, unravel this water-system from the Ocean to the Prairies of the Far West, through Canadian rivers, canals, and lakes.

Three hundred miles from the vast outlet of the River St. Lawrence we pass the mouth of the Saguenay, a deep and noble river, navigable for the largest vessels 70 miles from its outlet. Four hundred and ten miles sailing from the ocean and we reach Quebec, the great sea-port of Canada, with a large and increasing foreign commerce. Five hundred miles sailing finds us at the limit of the tide-water, and we now begin in reality to ascend the stream of the St. Lawrence; 590 miles brings us to Montreal, near where the Ottawa, or Grand River of the North, mingles its red waters with those of the St. Lawrence, after draining a valley of 80,000 square miles in area, lying to the north-west, and thus commanding the inexhaustible treasures of the magnificent forests of a part of Canada, more than twice the size of Bavaria, or the Sardinian States, and six times the superficial limits of Holland.

It is at Montreal that those lasting monuments of enterprise, courage and art begin to develope the secret of Canadian inland navigation. We have reached the St. Lawrence canals, seven in number, constructed for the purpose of overcoming the obstacles to continuous navigation presented by the rapids. These canals, of different lengths, and great capacity, fitted for sea-going vessels, enable us to ascend 116 miles of river in actual horizontal distance, overcoming a fall of 225 feet above the level of tide-water. Fifty-two miles of sailing, 168 miles above Montreal, and we are in Lake Ontario, 756 miles from the sea and 234

feet above it. Lake Ontario is 180 miles long, from fifty to sixty miles wide, and 500 feet deep, and has an area of 6,600 square miles. Swiftly traversing its expanse, in sight, probably, of hundreds of other vessels and steamers, we reach the outlet of the Welland Canal, through which, by means of 27 locks, we rise 330 feet to the waters of Lake Erie, 1,041 miles from the sea and 564 feet above its level. Our progress is still on through Lake Erie, until we arrive at the Detroit River, 1,280 miles from the sea. We pass by the City of Detroit, in the State of Michigan, through Lake St. Clair and the St. Clair River into Lake Huron, 1,355 miles from our starting point, and 573 feet above the ocean. We may now sail on to St. Mary's River, and passing through a short and gigantic canal, constructed by the people of the United States, enter Lake Superior, with a fresh-water sea, as large as Ireland, before us, and enabling us to attain a distance of 2,000 miles from the mouth of the St. Lawrence. Or, we may sail southward into Lake Michigan, and land at that wonderful creation of the Great West, Chicago. Choosing this latter terminus to our inland voyage, we find at our feet a net-work of railways spreading over the States and Territories of the valleys of the Ohio, Mississippi, and Missouri.

Canadian vessels not unfrequently trace out this varied navigation of lake, river, and canal, we have been unravelling, but in a contrary direction, and proceed to Europe, selling their cargoes and ships. In 1856 the American vessel, *Dean Richmond*, laden with produce at Chicago, passed the Canadian canals and waters, and excited unbounded astonishment at Liverpool; but the year previous the Canadian vessel, *Reindeer*, built at the same water-level, and traversing the same route, excited no further curiosity at London than a hopeless enquiry of "where is Lake Huron?" Since the Paris Exhibition, however, all is changed. Canada begins to be known and "demands attention," and men who formerly affected ignorance of her political or commercial existence, are studying the future of that "land of hope which is not to be disappointed." In 1859 twelve vessels sailed from Chicago to Great Britain.

The natural advantages conferred upon Canada by the St. Lawrence River and the Great Lakes are not merely immense, they are incalculable. Immediate and direct water communication with the sea for 2,000 miles of inland coast, without any reference to the nearly equal extent of coast belonging to the States of the Union, or the vast affluents which feed the St. Lawrence and the Lakes, striking deep into the heart of the country, appears in itself sufficient to mark out Canada for a distinguished future; but when the influence which her vast inland seas exercise upon climate, vegetation, health, and internal commerce, is understood, the character of

that future may be partially foretold, even in the youth of Canadian history, and before her enterprise and capabilities have become fully known and appreciated.

Water power, that mighty engine of industry, is everywhere abundant, and just where it is required, in the midst of magnificent forests of valuable lumber, for which an exhaustible market is springing up in the Far West Prairie region of the American Union, as well as in France and England, where, too, a demand is growing (almost too rapidly for the means of supply) for the more valuable kinds of cabinet-work woods with which Canadian Forests abound.

There are now 1876 miles of Railway in operation in Canada, independent of the Grand Trunk extension to Portland, which, 164 miles in length—though running through the United States, to secure an Ocean Port in Winter—is really a Canadian Road. It is worthy of remark that Canada has now more miles of Railway open than Ireland or Scotland, or any one of the New England States—more than the three Atlantic States of New Jersey, Delaware and Maryland; or the two Carolinas, North and South;—and more, in proportion to its population, than any other country in the World. The opening of the Victoria Bridge, and the section between St. Mary's and Detroit, have brought the Grand Trunk into unbroken operation, and it will now be able to transport passengers and goods, from the Atlantic to the Mississippi, with but one transhipment, and a saving, it is alleged, of five days over all other routes.

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## MINERALS.

The triumph obtained by Canada, at the Paris Exhibition, for her splendid display of Minerals of all descriptions, tells its own tale. The grand Medal of Honour, awarded to Sir William E. Logan, the Canadian Provincial Geologist, by the Jurors of the Paris Exhibition, will do more in calling the attention of European capitalists to the vast mineral wealth of the country than the most elaborate description of its distribution and extent. It was a prize won in a strife where all were strong, and tells of rare industry and success in bringing to light the hidden wealth of Canadian rocks.

The principal Economic Minerals of Canada, are stated by Sir W. E. Logan, to be:—

### METALS AND THEIR ORES.

Magnetic Iron Ore; Specular Iron Ore; Limonite (Bog Ore); Tita-

niferous Iron; Sulphuret of Zinc (Blende); Sulphuret of Lead (Galena); Copper, Native, Sulphuret of, variegated; Copper Pyrites; Argentiferous do., and containing Gold; Nickel; Silver, with Native Copper and Sulphuret of Silver; Gold.

NON-METALLIC MINERALS.

Uranium; Chromium; Cobalt; Manganese; Iron Pyrites; Graphite; Dolomite; Carbonate of Magnesia; Sulphate of Barytes; Iron Ochres; Stextile; Lithographic Stone; Agates; Jasper; Felspar; Avanturine; Hyacinthe; Coramdum; Amethyst; Jet; Quartzose; Sandstone; Retinite and Basalt; Gypsum; Shell Marl; Phosphate of Lime; Millstones; Grindstones; Whetstones; Tripoli.

BUILDING MATERIALS.

Granites; Sandstone; Calcareous Sandstone; Limestones; Hydraulic Limestones; Roofing Slates; Flagging Stones; Clays; Moulding Sand; Fuller's Earth;

Marbles—white, black, red, brown, yellow and black, grey and variegated, green.

COMBUSTIBLES.

Peat; Petroleum; Asphaltum.

Many of the Mines are now being actually worked, and the "raw material" only waits the application of capital and skilled labour, to reward enterprise and industry.

---

FISHERIES.

The Fisheries belonging to the Province are attracting much attention, and will no doubt prove a productive source of wealth. They are inexhaustible, and are now subjected to a regular system of licensing. Inspectors have been recently appointed, and every endeavour is being made to preserve them, and encourage their increase. They are, but as yet, in their infancy, and a brief statement of them is here given, shewing their extent and their value even in the very limited use of them now made.

FISHERIES, L. C.

Lower Canada possesses, in the River and Gulf of St. Lawrence, an extent of coast of 1000 miles, where the Cod, Herring, Mackerel, Salmon and other fisheries are carried on successfully.

Whale fishing is also carried on by vessels fitted out from the Port of Gaspé. Average season value of whale oil has been about $27,000.

The Cod fishing is carried on along the whole shore of Canada. The Herring fishing principally at the Magdalen Islands, in the Bay of Chaleurs, and on the coast of Labrador. The Mackerel fishing at the Magdalen Islands, along the coast of Gaspé, and in the lower part of the River St. Lawrence.

There are above 70 Salmon Fishery Rivers in Lower Canada, which the Government are now fostering, with a view to enhance the commerce in this valuable fish. The latest annual catch is 3,750 barrels. The Bay of Chaleurs alone formerly exported 10,000 barrels.

The number of boats belonging to Canada, fishing on the Canadian shores, is from 1,200 to 1,500.

Nearly 100 Canadian vessels are employed in the fisheries of Canada.

The number of fishing vessels from Nova Scotia and the other Lower Provinces, fishing on our shores, is from 250 to 300.

The number of fishing vessels, from the United States, frequenting our shores, principally for the Cod and Mackerel fishing, is from 200 to 300.

Quantity of dried and smoked fish yearly exported from Canada.....846,567 Quintals.
Quantity of pickled fish exported from Canada.....118,257 Barrels.
Consumed in Canada, above kinds..... 75,000 Quintals.
Quantity of fish oil exported from Canada.....100,218 Gallons.
Number of Seal Skins do. do ..... 12,000
Quantity of Salmon taken in the Rivers of Canada,. 3,750 Barrels.
Quantity of Trout and Halibut taken in Canada,... 900 Barrels.
Total fish productions, valued at $942,528.

Note.—The take by vessels, other than Canadian, is not computed in this table.

Square and manufactured Timber is exported in large quantities from the different ports of the coast of Gaspé. There is also found an abundance of wood of the best quality for ship-building purposes. The lands in the District of Gaspé are composed of a light but fertile soil, producing all kinds of grain and vegetables. There are millions of acres of those lands which are still in the wild state and covered by beautiful forests.

The population of the District of Gaspé and of the north coast of the River and Gulf of St. Lawrence is 32,000 souls.

The District of Gaspé alone could contain and support a population of more than 100,000.

The Inland Lakes and Rivers abound in fish.

FISHERIES, U. C.

The merchantable fish products derived from the Lakes and Rivers of Upper Canada consist chiefly of White Fish, Salmon, Salmon-Trout, Herring, Lake-Trout, Speckled-Trout, Sturgeon, Pickerel, Bass, Mascalonge, &c. Inferior kinds also abound in the smaller lakes, tributaries and streams.

The extensive area, great depth, clear cold waters, abundant feeding banks, shoals and spawning grounds, of the principal Upper Canadian Lakes, render the fish found therein numerous, of good quality and large size.

The annual take of the different species of fish is carefully estimated at $380,000 value.

This produce is variously disposed of, by export, fresh and cured, to the neighbouring United States, and for domestic sale and consumption.

Ready markets are found, both at home and abroad, for any seasonable catch.

Tracts of arable land, bordering on the great Lakes, are still at the disposal of the Government for sale and settlement.

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HER FORM OF GOVERNMENT AND CONNECTION WITH GREAT BRITAIN.

Canada is a Colony of Great Britain, but is as free and unfettered as an Independent Nation. The wisdom of the Mother Country has entrusted to Canadians the management of their own affairs. The Governor of Canada, who is also Governor General of British North America, is appointed by the British Crown, and is its representative in the colony. He nominates an Executive Council, who are his advisers on all matters. There are two Legislative Bodies, called the House of Assembly, and the Legislative Council, the members of which are elected by the people. The Legislative Council was formerly filled by nominees of the Crown.

The system of government is that of legislative majorities, and responsibility to electors, in imitation of, and as similar as possible to that which exists in Great Britain. All public offices and seats in the Legislature are open to any candidate possessing the confidence of the people, and holding a certain limited amount of property, and being at the time a British subject. The elective franchise is nearly universal. Every man paying an annual household rental of 30 dollars (£6 stg.), in the

cities and towns, and 20 dollars (£4 stg.), in the rural districts, is entitled to vote.

Aliens or Foreigners can acquire and hold lands; and when naturalized, which takes place under the easy conditions of three years' residence, and taking the oath of allegiance, they enjoy the full privileges of natural born British subjects, in electoral and all other matters.

The British Government maintains a small force in Canada and the neighbouring Provinces for protection against foreign invasion, and for the maintenance and preservation of the fortifications of Quebec, Kingston and other places, in the event of a foreign war. While, therefore, the connection of Canada with Great Britain secures her against all foreign aggression, she enjoys the largest measure of political liberty possessed by any people, and exercises entire control over her internal commerce, laws, municipal institutions, taxation, religion and education. All her internal relations between government and people are those of a distinct and independent nationality; her external relations are in a measure controlled by the Mother Country; but, as an instance of the liberality which distinguishes the latter, Canada has been allowed to make her own arrangements with foreign governments, in Europe and America, for the conveyance of mails and postal matters between and over the continents, thus enabling her to assume, even in her foreign relations, the character of a Nation. Such is the connection which exists between the Imperial Government and her Colonial Offspring. It may now be said that it is the earnest wish, and even the aspiration, of every true Canadian, that this connection may grow to a more intimate union in all commercial relations with the people of Great Britain and Ireland, and in all sympathies which can draw fast and sure the bonds of friendship between distant nations of the same origin, government and blood.

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## THE CHARACTER OF THE POPULATION OF CANADA.—HER CITIES AND TOWNS.

Canada was once a French colony, and until it was ceded to the British, possessed, exclusively a French population. In that part of the Province which lies to the north and east of the Ottawa river, and which is called Lower Canada, the people are chiefly of French extraction. West of the Ottawa, or Upper Canada, they are, for the most part, British. The population of the Province is now about 3,000,000. In several parts of the Province there are large colonies of Germans and Dutch, and some

Norwegians; and it is probable that not less than 40,000 of these nations are already settled here. They are highly prosperous.

The rise and progress of cities and towns in Canada afford a curious and most instructive illustration of the expansion of the country, the development of its resources, the increase of its wealth, and the activity and energy of its people. Montreal is the largest city in Canada, and contains about 80,000 inhabitants; Quebec ranks next, with about 65,000; Toronto, third, with 50,000. In 1831, Montreal and Quebec contained a population of about 27,000 each. The history of Toronto foreshadows the history of other towns in Canada. In 1842, a period so recent that most will remember it, Toronto contained 13,000 inhabitants, in 1852, 30,763, and in 1856, 42,000. Toronto is situated on Lake Ontario, and may be considered as the type of a thriving commercial Canadian Port on one of the great Lakes. One more example will suffice, and that one is taken from the centre of a fine agricultural district:—London, in Upper Canada, contained, in 1850, 5,124 inhabitants; its population in 1856, exceeded 15,000, a nearly threefold increase in 6 years.

These startling instances of sudden growth are by no means exceptions to the rule; other towns and cities are not deprived of their population to swell that of more favoured and prosperous communities, nor is the country drained to feed the towns. On the contrary, the progress is general; increase is the rule throughout, both in cities and rural districts.

Everywhere postal communication is complete; the most distant hamlet has its post-office, and the number of offices in Canada is now about 1,720. The electric telegraph passes through every town and almost every village in the Province, and the number of miles in operation at this time is 4,046. The approach or arrival of a steamer or sailing vessel at Quebec is known very nearly at the same moment in every town of the Lower and Upper portions of the Province. All improvements in the Arts or Sciences affecting the commercial or industrial interests of her people are quickly introduced into Canada, and with numerous elements of adaptation and progress within her reach, she eagerly avails herself of the practice and enterprise of other countries.

The great and unfailing source of this steady growth, this quiet but irresistible onward movement of Canada, has been IMMIGRATION; the infusion of new blood, the adoption of a new and prosperous home by tens of thousands from across the seas and beyond the frontiers; a home which with all its immunities, privileges, and hopes, is offered, requiring no other return than a strong arm, a willing heart, and a confident self-

relying trust in the future, and in the happiness and prosperity of their adopted country. This invitation, though feebly proffered hitherto, because not coupled with the positive advantages which Canada now enjoys, has succeeded in winning to her shores and fortunes within the past twelve years, a full half million of stout and trusting hearts.

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## THE LAWS AND MUNICIPAL INSTITUTIONS OF CANADA.

It is no exaggeration to say, that the Canadas enjoy more thorough rational freedom than any country in the world.

The Laws of England were introduced into Upper Canada in 1791, and still prevail subject to the various alterations made from time to time by the local Parliament. The Laws of France as they existed at the conquest of Canada, by Britain, prevail in Lower Canada, subject also to the alterations effected by the local Parliament. The Criminal and Commercial Laws of England prevail there, as in Upper Canada. The Parliament of Canada have, and exercise entire control over the Province! The Imperial Government never interfere now, unless (which scarcely ever occurs) some great national interest is involved.

The Municipal system of Canada is admirably adapted to the exigencies of a young and vigorous country; its success has been complete. In order to comprehend it, it is necessary to state that Upper Canada is divided into Counties, forty-two in number; each County is divided into Townships; so that, on an average, each township is about ten miles square. The inhabitants of a township elect five "Councillors," the Councillors elect out of this number a presiding officer, who is designated the "Town Reeve;" the Town Reeves of the different townships form the County Council;" this Council elect their presiding officer, who is styled the "Warden." The Town Council and County Council are Municipal Corporations, possessing the power to raise money for Municipal purposes, such as making public improvements, opening and repairing roads and bridges. Re-payment is secured by a tax on all the property in the township or county where the debt is incurred; but no by-law for raising money can be enforced, unless it has been previously submitted to the electors, or people. Each Corporation possesses the power of sueing and is liable to be sued, and their by-laws, if illegal, are subject to be annulled by the Superior Courts of the Province, at the instance of any elector.

Each Township Council has the power to provide for the support of common schools under the provisions of the school law; to construct

roads, bridges and water-courses, &c., to appoint path-masters or road-inspectors, &c. The County Councils are charged with the construction and repairs of gaols and court-houses, roads, and bridges, houses of correction, and grammar schools, under the provisions of the school-law; to grant moneys by loan to public works tending to the improvement of the country, and to levy taxes for the redemption of the debts incurred subject to the proviso before mentioned, namely, the vote of the people. Villages not having a population over 1,000 are governed by a board of police and are styled Police Villages; possessing over 1,000 inhabitants they become Incorporated Villages, and are governed by a Council of five, whose Reeve is a member of the County Council, *ex officio;* as soon as a Village acquires a population exceeding three thousand, it becomes a Town governed by a Mayor and Council, and is represented in the County Council by a town Reeve and Deputy Town Reeve. When the number of inhabitants exceeds 10,000 it may be created a city, and is governed by a Mayor, Aldermen and Councilmen. All Town Reeves, Wardens, Mayors, and Aldermen are, *ex officio*, Justices of the Peace.

In Lower Canada a similar system prevails. That section of the Province is divided into sixty Counties, each of which has a County Council, composed of the Mayors of the Local Councils within the County. Every Township, Parish, or Village, all called Local Municipalities, elect seven Councillors, who choose one of themsevels as a presiding officer, styled the "Mayor." The Mayors forming the County Council elect also a presiding officer, who is called the "Warden." In Lower Canada there are four Cities, five Towns, and forty-three Incorporated Villages. Any tract of land containing forty houses within any part of it, not exceeding sixty superficial arpents may be erected into a Village Municipality on the presentation to the County Council of a petition signed by thirty or more qualified resident electors. Whenever the population of an Incorporated Village amounts to 3,000 souls it may be proclaimed a Town. Cities are erected only by Legislative enactment. Every Mayor and Warden is *ex-officio* a Justice of the Peace within the limits of the Municipality wherein he has been elected or appointed so long as he continues to act as Mayor or Warden.

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### EDUCATIONAL INSTITUTIONS IN CANADA.

Upper and Lower Canada enjoy separate School Laws adapted to the religious elements prevailing in either. Each Township in Upper Canada is divided into several School Sections, according to the require-

ments of its inhabitants. The Common Schools are supported partly by Government, and partly by local, self-imposed taxation and occasionally by the payment of a small monthly fee for each scholar. The total amount expended on common schools in Upper Canada during 1858 exceeded £208,627 stg. In long settled rural districts each school section is now distinguished by a handsome brick school-house, furnished with maps, authorized school books, and elementary philosophical apparatus. The salaries of teachers vary from £130 stg. to £40 stg. in country parts, and from £280 stg. to £75 stg. in cities and towns. All common school teachers must pass an examination before a County Board of Education, or receive a license from the Provincial Normal School, empowering them to teach, before they can claim the Government allowance.

The Provincial Normal School of Upper Canada is a highly effective and useful Institution for the training of teachers, and annually sends forth from 100 to 150 young men and women, who, having been uniformly instructed in the art of conducting a school, and communicating knowledge, gradually are establishing in Upper Canada a system of common school education of great promise.

In 1842 the number of common schools in Upper Canada was 1721, attended by 65,978 children ; in 1858 the number of schools was 3,866 attended by 293,683 children, and the average time during which the schools were open was 10 months and 6 days. This astonishing increase in so short a period speaks volumes for the condition and progress of elementary education in Upper Canada. Each school section is governed by an elective corporation, styled School Trustees, and is supplied, partly at Government expense, with a small library of selected literature. The number of volumes which have been already distributed for this purpose amounts to 532,893.

The Free School system is gaining ground in many parts of Canada; the principle it involves implies the support of common schools, open to all, by a general tax, and the non-exaction of fees. Any school section may adopt it by the vote of the majority of its inhabitants. Separate Schools for Roman Catholics are sanctioned under certain regulations.

The Grammar schools and Academies are 121 in number, with 5,530 pupils. They are intended to form a connecting link between the Common Schools and the Universities. Teachers must be graduates of some University ; they receive an allowance from Government in addition to fees. The amount raised for grammar school purposes in 1858 was £15,123 sterling.

Besides a richly endowed Provincial University, supplied with a

complete staff of highly competent Professors and Lecturers, there are several other Universities and Colleges in Upper Canada in connection with different religious denominations. The standard of education adopted in some of the Canadian Universities assimilates as closely as possible to that established in the time-honoured Institutions of Great Britain and Ireland, and the ranks of the professorial staffs are generally supplied from the same unfailing sources. All the expenses of a full University course in Toronto need not exceed £60 sterling per annum, board and tuition included. To the Provincial University, and to the University of Trinity College, in connection with the Church of England, scholarships are attached, which vary in value from £18 stg. to £40 stg. per annum. These are awarded (at annual examinations) to successful candidates competing for them.

The educational statistics of Upper Canada may be thus summed up,—in 1858 there were in actual operation 12 Universities and Colleges; 121 Grammar Schools and Academies; 255 Private Schools; and 3,866 Common Schools; making in the aggregate 4,254 educational institutions, teaching 306,626 pupils and students, and costing the country, in great part by self-imposed taxation, £303,200 sterling.

In Lower Canada a system of education in most respects similar to that which has just been described exists, and is rapidly obtaining favour among the people. The Superior Schools there are of a very high order, and many of the Seminaries attached to religious houses are well endowed and amply provided with efficient professors and teachers.

In addition to the Laval University and McGill College, the Educational Institutions in Lower Canada are thus classed in the Report of the Superintendent of Education for the year 1858:—

| | | | |
|---|---|---|---|
| Superior Schools..... | 10; | No. of pupils..... | 438 |
| Secondary do. ..... | 170; | No. of pupils..... | 25,224 |
| Normal do. ..... | 3; | No. of pupils..... | 213 |
| Special do. ..... | 2; | No. of pupils..... | 57 |
| Primary do. ..... | 2800; | No. of pupils..... | 130,940 |
| Total No. of Schools.... | 2985; | Total No. of pupils... | 156,872 |

Total of contributions..... £91,879 sterling.

The increase in the number of pupils was in 1858, 7,188, against 6,557 in 1857; and the increase in contributions since 1856 amounts to $52,632. Every year will witness great extension. The cost of a full course of superior Education in Lower Canada is even less than in Upper Canada.

## RELIGION IN CANADA.

Among Canadians there is perfect toleration in religious matters. While, however, all religions are respected by law and by the people, there are strict distinctions jealously preserved between churches of different denominations. The Lower Canadian French are distinguished for social habits and quiet religious zeal; and in no country, not even England or Scotland excepted, can there be found so uniform an observance of the Sabbath, in accordance with strict Protestant views, as in Upper Canada.

The prevailing religious denominations may be thus classified according to the census of 1851, from which an idea may be formed of the present strength of each leading religious body:—Church of England, 268,592; Church of Scotland, 75,587; Church of Rome, 914,561; Free Presbyterians, 93,385; other Presbyterians, 82,733; Wesleyan Methodists, 114,839; Episcopal Methodists, 49,443; all other Methodists, 52,449; Baptists, 49,846; Lutherans, 12,107, &c., &c. An addition of 50 per cent. to the above numbers will give an approximation to the relative strength of each denomination at the present time, January, 1860. In Upper Canada the Roman Catholics form about one-sixth of the whole population, and in Lower Canada about five-sixths.

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## AGRICULTURAL CAPABILITIES OF THE SOIL.

A reference to the display of cereals and other agricultural productions made by Canada, at the Exhibitions of London and Paris, might be considered sufficient to illustrate the remarkable adaptation of the soil to their growth and cultivation; but so limited a notice would leave the question of permanent fertility still unanswered. When, however, it is known that the area in which the astonishing crops of wheat are raised, for which Upper Canada is so justly distinguished, extends over three-fourths of the present inhabited parts of the country, and that the prevailing soils consist of rich clays of great depth, the question of permanent fertility resolves itself into that of husbandry.

In the valleys of some of the largest rivers of Upper Canada, wheat has been grown after wheat for twenty years; the first crops yielded an average of 40 bushels to the acre, but under the thoughtless system of husbandry then pursued, the yield diminished to 12 bushels to the acre, and compelled a change of system, which soon had the effect of restoring the land to its original fertility. This system of exhaustion has affected its own cure, and led to the introduction of a more rational method of

cultivating the soil. Years ago, when roads were bad and facilities for communicating with markets few and far between, wheat was the only saleable produce of the farm, so that no effort was spared to cultivate that cereal to the utmost extent. Now, since railroads, macadamized roads and plank roads have opened up the country, and Agricultural Societies have succeeded in disseminating much useful instruction and information, husbandry has improved in all directions, and the natural fertility of the soil of the old settlements is in great part restored.

The average yield of wheat in some townships exceeds 22 bushels to the acre, and where an approach to good farming prevails the yield rises to thirty and often forty bushels to the acre. On new land fifty bushels is not very uncommon; and it must not be forgotten that Canadian wheat, grown near the city of Toronto, won a first prize at the Paris Exhibition. It may truly be said that the soil of what may be termed the agricultural portion of Canada, which comprises four-fifths of the inhabited portion, and a vast area still in the hands of the Government and now open to settlement, is unexceptionable; and when deterioration takes places, it is the fault of the farmer and not of the soil. In Canada the yield of wheat in 1859 considerably exceeded 25,000,000 bushels; and the quality of Canadian wheat is so superior, that the American millers buy it, for the purpose of mixing with grain grown in the United States, in order to improve the quality of their flour, and in some instances to render it fit for exportation. The returns for 1860 are not yet published, but the results are known greatly to exceed those of 1859.

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### VALUE OF LAND.

Australia excepted, no country can furnish such singular instances of the rises in value of Surveyed Lands as the last seven years have witnessed in Canada. The cause, too, is so obvious, now that it is understood, that men wonder why the event had not been foreseen years before its occurrence. The reason is fully conveyed in the assertion that the country was not prepared for it. Eighteen hundred and fifty-two saw Canada without a Railway; Eighteen hundred and sixty sees her with 1876 miles completed, and many more in process of construction. The rise in the value of land is thus easily explained. Means of communication, of the highest order, have opened up the country, made available a vast amount of inert wealth, stimulated industry, and effected a complete revolution in farming economy within 20 miles on either side of the course they pursue.

The lines of railways are nothing more than a series of accessible

markets for the country they serve. The natural consequence is that every portable product of the farm has acquired a certain money value, although, before the construction of the railway, it may have been absolutely valueless, and perhaps even an incumbrance. This suddenly increased rate of interest obtained for the same outlay of labour, has necessarily enhanced the value of the capital. Hence, land in old settlements, remote from Lake Ports, has doubled itself in value in seven years; while wild lands in new settlements, near to which a railway passes, have been trebled, and in some instances quadrupled in value during the same period.

Land adapted for farming purposes can seldom be obtained from land companies, speculators, or private individuals, under twenty shillings an acre. The Canadian Government being desirous of preventing the acquisition of large tracts of lands by private companies, or private individuals for the purpose of speculation, have coupled the sale of the Government Lands with such conditions as to prevent undue or improper advantage being taken of their liberality in offering farming land at a low rate. Every purchaser must become an actual settler. This simple condition drives out of the field a host of speculators who hitherto enriched themselves at the expense of the country, retarding its progress, and leaving its resources undeveloped.

Parties desirous of purchasing any of the Crown Lands in Upper or Lower Canada may obtain the fullest information as to the price and quality of the Lands for sale, in their respective Counties, by applying to the undermentioned Agents.

Prices of Lands ranges from Twenty cents to One dollar per acre, subject to the following Regulations:—

One-fifth of the Purchase Money to be paid down, and the remainder in four equal annual instalments, with Interest; no Patent, in any case (even though the Land be paid for in full at the time of purchase), shall issue for any such land to any person who shall not by himself, or the person or persons under whom he claims, have taken possession of such land within six months from the time of sale, and shall from that time continuously have been a *bona-fide* occupant of, and resident on, the land for at least two years, and have cleared and rendered fit for cultivation and had under crop, within four years at farthest from the time of sale of the land, a quantity thereof, in the proportion of at least ten acres to every one hundred acres, and have erected thereon a house, habitable, and of the dimensions at least sixteen by twenty feet. No timber to be cut or removed, unless under license, except for agricultutural purposes.

## CROWN LAND AGENTS IN UPPER (WESTERN) CANADA.

| Agents. | Residences. | Counties. | Townships. | Acres at Disposal. | Price per Acre. |
|---|---|---|---|---|---|
| William Harris..... | Admaston, near Renfrew ..... | Part of Renfrew..... | Admaston, Bagot, Blithfield, Bromley, Brougham, Canonto, Griffith, Stafford, Wilberforce..... | 250,000 | Seventy cents Cash—or, One dollar if paid by instalments as above. |
| James P. Moffat..... | Pembroke..... | Parts of Renfrew and District of Nipissing..... | Alice, Buchanan, Fraser, Head, Maria, McKay, Petewawa, Rolph ..... | 214,000 | |
| Thomas P. French.... | Sebastopol..... | Parts of Renfrew and District of Nipissing..... | Algona, Brudenel, Grattan, Sebastopol, Radcliffe..... | 132,000 | |
| James Macpherson.... | Kingston..... | Lennox, and parts of Frontenac and Addington..... | Kennebec, Olden, Oso, Palmerston, Bedford, Hinchinbrooke..... | 190,000 | |
| Ebenezer Perry..... | Tamworth ..... | Parts of Frontenac, Addington and District of Nipissing.. | Abinger, Anglesea, Barrie, Denbigh, Kaladar, Sheffield, Bangor..... | 220,000 | |
| Martin P. Hayes..... | Madoc ..... | North part of Hastings..... | Dungannon, Faraday, Lake, Herschel, Monteagle, Limerick, McClure, Tudor, Wicklow, Wollaston..... | 200,000 | |
| Richard Hughes..... | Bobcaygeon ..... | Parts of Peterborough and Victoria ..... | Galway, Snowdon, Minden, Somerville, Lutterworth, Anson ..... | 150,000 | |
| G. M. Roche..... | Lindsay ..... | Part of Victoria..... | Carden, Draper, Laxton, Macaulay. | 100,000 | |
| John Alexander..... | Barrie..... | Simcoe ..... | Muskoka ..... | 25,000 | |
| Joseph Wilson..... | Sault St. Marie..... | District of Algoma..... | Awenge, Awere, Korah, St. Mary, Tarentorus ..... | 50,000 | |

## CROWN LAND AGENTS IN LOWER (EASTERN) CANADA.

| Agents. | Residences. | Counties. | Townships. | Acres at Disposal. | Price per Acre, except in cases of special valuation. |
|---|---|---|---|---|---|
| | | SOUTH OF THE | RIVER ST. LAWRENCE. | | |
| John Felton..... | Sherbrooke..... | Stanstead, Sherbrooke, Richmond, and parts of Wolfe and Compton..... | Marston, Auckland, Hereford, Weedon, Hampden..... | 160,000 | 60 cents. |
| F. H. Pratte..... | Stanfold ..... | Part of Arthabaska..... | Maddington, Blandford, Stanfold, Bulstrode ..... | 100,000 | do. |
| | | NORTH OF THE | RIVER OTTAWA. | | |
| Wm. Thompson..... | Fitzalen—Arundel ... | Part of Argenteuil ..... | Harrington, Montcalm, Arundel, De-Salabery ..... | 101,000 | 30 cents. |
| G. W. Cameron..... | Thurso ..... | Part of Ottawa ..... | Hartwell, Ripon..... | 35,000 | 60 cents. |
| E. W. Murray..... | Buckingham..... | Part of Ottawa ..... | Portland, Derry, Villeneuve, Bowman, Templeton, Buckingham... | 160,000 | do. |
| Robt. Farley..... | Wakefield ..... | Part of Ottawa ..... | Wakefield, Low, Masham, Hincks, Aylwin ..... | 185,000 | do. |
| Michael McBean..... | Northfield..... | Part of Ottawa ..... | Cameron, Bouchette, Northfield, Kensington, Aumond, Wright, Egan | 190,000 | do. |
| G. M. Judgson..... | Clarendon ..... | Part of Pontiac..... | Aldfield, Thorne, Cawood, Leslie, Onslow ..... | 180,000 | do. |
| Thos. Barron ..... | Lachute ..... | Part of Argenteuil ..... | Wentworth ..... | 30,000 | 30 cents. |
| John Lynch..... | Allumette..... | Part of Pontiac..... | Allumette, Waltham, Sheen, Chichester ..... | 60,000 | do. |

CROWN LAND AGENTS IN LOWER (EASTERN) CANADA.—*Continued.*

| Agents. | Residences. | Counties. | Townships. | Acres at Disposal. | Price per Acre. |
|---|---|---|---|---|---|
| | | NORTH OF THE | RIVER ST. LAWRENCE. | | |
| A. B. Lavallée | St. Jérome | Terrebonne | Abercromby, Morin, Beresford | 35,000 | 30 cents. |
| Alex. Daly | Rawdon | Montcalm | Chilton, Wexford, Chertsey, Kilkenny, Rawdon | 121,000 | do. |
| Jules Bourgeois | Kildare | Joliette and Berthier | Cathcart, Kildare, Joliette, Brandon. | 49,000 | do. |
| A. Dubord | Three Rivers | St. Maurice and Maskinongé. | Caxton, Shawenegan | 40,000 | do. |
| A. Bochet | St. Anne de la Pérade. | Champlain | Radnor, Alton, Montauban | 25,000 | do. |
| J. P. Déry | St. Raymond | Portneuf | Gosford, Colbert, Roquemont | 28,000 | do. |
| Vincent Martin | Chicoutimi | Chicoutimi | Bagot, Chicoutimi, Laterrière, Jonquière, Mesy, Tremblay, Charlevoix, Metabetchouan, Kénogami | 132,000 | 20 cents. |
| Vincent Martin | Chicoutimi | Chicoutimi | Labarre, Caron, Signay, Simard, Harvey, St. Johns | 118,000 | do. |
| Jas. Laporte | Brandon | Berthier | Peterborough | 15,000 | 30 cents. |
| | | SOUTH OF THE | RIVER ST. LAWRENCE. | | |
| J. T. LeBel | Wotton | Parts of Wolfe and Compton. | Wotton, Ham and augmentation, Wolfstown, Garthby, Stratford, Whitton, Winslow | 290,000 | 60 cents. |
| J. O. C. Arcand | St. Joseph, Beauce | Part of Megantic | Broughton, Thetford | 44,000 | 40 cents. |
| L. C. Blanchet | St. François, Beauce | Beauce | Price, Adstock, Tring, Lambton, Forsyth, Aylmer, Gayhurst | 130,000 | do. |
| Andrew Ross | Frampton | Dorchester, and part of Beauce | Shenley, Jersey, Marlow, Rixborough, Ditchfield, Linière, Watford, Cranbourne, Frampton, Buckland, Standon, Ware | 200,000 | 30 cents. |

| | | | | | |
|---|---|---|---|---|---|
| S. V. Larue | St. Charles, Riv. Boyer | Bellechasse | Mailloux | 20,000 | 30 cents. |
| Frs. Têtu | St. Thomas | Montmagny, and pt. of L'Islet | Montmagny, Ashburton, Bourdages, Patton, Arago | 120,000 | do. |
| Jos. Jolivet | St. Gervais | Bellechasse | Roux, Bellechasse, part Buckland, Daaquam, Armagh | 92,000 | do. |
| Stanislas Drapeau | St. Jean, Port Joly | L'Islet and Elgin Road | Fournier, Ashford, Garneau, Casgrain, Lafontaine, Dionne | 93,000 | do. |
| F. DeGuise | St. Anne la Pocatière. | Kamouraska | Ixworth, Chapais, Woodbridge, Painchaud, Parke, Bungay, Chabot, Pohenegamook | 285,000 | do. |
| L. N. Gauvreau | Isle Verte | Temiscouata | Whitworth, Viger, Demers, Denonville, Begon, Rodot | 135,000 | do. |
| J. Bte. Lepage | Rimouski | Rimouski | Duquesne, Macpès, Neigette, Cabot, Fleurian, Macnider, Matane and augmentation, St. Denis, Cap Chat, Romieu, D'Alabert, Cherbourg | 300,000 | do. |
| J. A. Lebel | New Carlisle | Bonaventure | Metapediac, Restigouche, Mann, Nouvelle, Carleton, Maria, New Richmond, Hamilton, Cox, Hope, Port Daniel | 180,000 | 20 cents. |
| John Eden | Gaspé Basin | Gaspé | Newport, Percé, Malbaie, Douglas, York, South Gaspé Bay, North Gaspé Bay, Fox, Sydenham | 120,000 | do. |

FREE GRANTS.

The Provincial Government has recently opened Seven Great Lines of Road in Upper Canada, and Five in Lower Canada, and laid out for settlement the lands through which these roads pass.

The roads in Upper Canada are styled :—

1st. The Ottawa and Opeongo Road.—This Road runs East and West, and will be eventually 171 miles in length, and connect the Ottawa River with Lake Huron ; about 62 miles are now finished, and 235 settlers already located thereon. Route, by G. T. R. via Ottawa City. Resident Agent, T. P. French, Sebastopol.

2nd. The Addington Road, running North and South, 61 miles long, and starting from the settlements in the County of Addington, until it intersects the Opeongo Road : the number of settlers on this road is 178. Route, by G. T. R. to Napanee. Resident Agent, E. Perry, Tamworth.

3rd. The Hastings Road, running nearly parallel to the Addington Road, 68 miles long, and connecting the county of Hastings with the Ottawa and Opeongo Road: there are 306 settlers on this road. Route, by G. T. R. to Belleville. Resident Agent, M. P. Hayes, Village of Madoc.

4th. The Bobcaygeon Road, running from Bobcaygeon, between the Counties of Peterborough and Victoria, north, and intended to be continued to Lake Nipissing : 36 miles are already completed, and there are 168 settlers on the line ; the number of the family of each settler on the above roads, averages about four. Route, by G. T. R. to Cobourg and Peterborough, and thence by steamer to Bobcaygeon. Resident Agent, R. Hughes, Bobcaygeon.

5th. The Frontenac and Madawaska Road, of which 33 miles are completed. Resident Agent, J. Spike, Harrowsmith via Kingston.

6. The Muskoka Road, of which 19 miles are completed ; this road runs from the head of the navigation of Lake Couchiching to the Grand Falls of Muskoka, where it will intersect the road called Peterson's Line, which will eventually meet the Ottawa and Opeongo Road now gradually opening westwardly. Route by Northern Railway from Toronto to Barrie. Resident Agent, R. J. Oliver, Orillia.

7th. The Sault Ste. Marie Road, intended to run from Goulais Bay to Sault Ste. Marie and of which 4 miles are already completed ; thence to Lake Nipissing traversing the whole north shore of Lake Huron and in length above 250 miles. Route, by Northern Railway from Toronto to Collingwood.

The Five Roads in Lower Canada are:—

The Elgin Road, in the county of L'Islet, about 35 miles long, from St. Jean, Port Joly, to the Provincial line. Resident Agent, S. Drapeau, St. Jean, Port Joly.

The Matane and Cap Chat.

The Taché Road, from Buckland, in the County of Bellechasse, to Matapadia Road, in Rimouski—about 200 miles.

The Temiscouata Road, from River du Loup by Lake Temiscouata to the Province line, 64 miles;—and the Matapadia Road, from Métis to Restigouche, 96 miles.

These five Roads are situated on the south side of the St. Lawrence, below Quebec.

In order to facilitate the settlement of these parts of Canada, the Government has authorised Free Grants of land along these roads, not exceeding, in each case, 100 acres, and obtainable on the following conditions:—

1st. That the Settler be eighteen years of age;—2nd. That he take possession of the land allotted to him within one month;—3rd. That he put into a state of cultivation 12 acres of land in the course of four years;—4th. That he build a log-house, 20 by 18 feet, and reside on the lot until the foregoing conditions are fulfilled.

Families may reside on a single lot, and the several members having land allotted to them will be exempt from building and residence upon each individual lot. The non-fulfilment of those conditions will cause the immediate loss of the land, which will be sold or given to another. The lands thus opened up, and gratuitously offered by the Government for settlement, are chiefly of excellent quality, and well adapted, in respect of soil and climate, to all the purposes of husbandry.

In addition to the Free Grants along the lines of road which are before described, the Government have at their disposal several million acres, which may be purchased by persons intending to become actual settlers, at prices varying from One Shilling to Five Shillings per acre.—(10d. to 4s. sterling.)—It may also be stated here, that other lines of road have been made, or are in course of construction, in different parts of the Province, viz:—

In Upper Canada:—

| | | |
|---|---|---|
| The Collingwood and Meaford Road | 20 | miles. |
| " Elzevir and Kaladar Road | 14 | " |
| " Elma Road | $7\frac{1}{2}$ | " |
| " Elma and Mornington Road | $11\frac{3}{4}$ | " |
| " Peterson's Line | 31 | " |

| | | |
|---|---|---|
| The Addington and Renfrew Road..... | 17¾ | miles. |
| " Victoria Road..... | 6 | " |
| " Bobcaygeon and Emily..... | 3 | " |
| " Sault Ste. Marie to Lake Nipissing ..... | 250 | " |

In Lower Canada:—

Fort Coulonge Road, from the Township of Low, in the County of Ottawa, to Fort Coulonge, in Pontiac;

The River Desert Road, from Hull to the Township of Madawaska;

The Kenogami Road, from Chicoutimi to Lake St. John, Saguenay;

The Rivière Noire Road, from Callières to Escoumins;

The Megantic Road, in the County of Wolfe;

The Lambton Road, in Beauce County;

The Glenloyd Road, in the Counties of Beauce and Megantic.

In the Eastern Townships,—

There remains large tracts of land yet for sale, which it is intended to open up and render available to settlers, by Colonization Roads. This district is well-known for its agricultural capabilities of all kinds, and especially as a grazing and dairy country; it is also abundantly provided with water-power for manufacturing purposes. The population consists, more than any other portion of equal extent in Lower Canada, of English, Scotch, and Irish. The mineral riches of the Townships, especially in copper, are well ascertained, and several mines are now being profitably worked.

The whole district is accessible, all the year round, by railway, affording ready communication with the markets of Quebec, Montreal, Portland, Boston, and New York.

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### LAND REGULATIONS.

In addition to the Free Grants, Government Lands are sold on the following terms:—

Lands are sold either *en bloc*, or in single lots, of 100 acres, to actual settlers.

Lands *en bloc* are sold in quantities varying from 40,000 to 60,000 acres, at 50 cents (about 2s. sterling) per acre, cash, in Upper Canada; and in Lower Canada, at from 18 cents and upwards, according to situation; on condition that the purchaser cause the block to be surveyed into lots of from 100 to 200 acres each, on a plan and in a manner to be approved by the Government; and that one-third of the block be settled upon within two years and a half from the time of sale—one-third more within seven years—and the residue within 10 years from time of sale.

This requirement will be dispensed with as to any portion of the land which at the last-mentioned period is found to be unfit for settlement.

The settlers must have resided on their lots for two years continuously, and have cleared and cultivated ten acres of every 100 acres occupied by them, before they can get absolute titles.

Lands are surveyed by the Government into lots varying from 100 to 200 acres, and these are sold to actual settlers at 70 cents an acre (about 2s. 10½d. sterling,) cash, or one dollar, (about 4s. sterling,) in Upper Canada; and 10d. sterling, or twenty cents and upwards, in Lower Canada, according to situation; one-fifth being paid down, and the balances, by annual instalments with interest.

Absolute titles will be given to the purchaser on payment in full of the price, and on his having resided at least two years on his lot, and cleared and had under cultivation ten acres of every 100 acres occupied by him.

Free grants of 100 acres each are made on Government Roads to actual settlers. These Roads are marked on Maps, just issued by the government, in red.

Townships for sale *en bloc* are marked in deep red on the Government Map.

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### PRESENT CONDITION AND PROSPECTS OF THE NEW SETTLEMENTS.

The following are extracts from the reports of the resident agents on these roads for the past year, addressed to Mr. Hutton, Secretary of the Bureau of Agriculture; they convey the most favorable accounts of the settlers thereon, and of the large amount of produce they have raised on the newly-cleared lands.

#### 1.—THE HASTINGS ROAD.

From the Hastings Road Settlement (which is very nearly the centre of Canada West, and due north from Belleville on the Bay of Quinté,) the following reports have been received by this Department. It may be observed that for this road and the Townships adjoining we have two Agents, one for the construction of Colonization Roads, Mr. Robert Bird, an old and experienced farmer, and the other for the disposal of Free Grants and sale of Crown Lands thereon and in the neighbourhood thereof, Mr. M. P. Hayes. Both of these gentlemen are reliable persons and have been connected with the earliest formation of the roads and the settlement of the lands, and are fully competent to give a correct and faithful account of the progress which the Settlers have made.

Mr. Robert Bird, in a Report received by this Department on the 6th September, 1860, thus writes:—

"I have just returned from the Hastings Road, and received your

favour of the 4th of August, requesting information about the crops on the said road. In reference to them I never saw anything like them on the whole length of the Hastings Road, from Madoc to Elliot's, on the fifth range, five miles north of the Peterson Line, and about fifty miles from the Town of Madoc. The principal part of all kinds of grain is now out of the way of frost. In consequence of the early frost of last year, almost the earliest on record, the farmers managed to get in their grain in such good time this year, that it is now almost all ready to harvest. Some very fine fields of Spring Wheat were cut on the 18th of August. I have examined a good portion of this crop, and have no doubt but that it will yield from 30 to 40 bushels to the acre. I can hardly give you a description of the Oats: I never saw such in any country; they stand from 3 to 5 feet high, are well filled, and are nearly all about ready to cut. I cannot say what they will produce to the acre, but I think not less than from 60 to 70 bushels. Potatoes are abundant, and no rot has yet appeared; Turnips are promising as well as the people desire; Peas and Rye are very good, but there was not much of these sown; very little Indian Corn was planted, but I saw some pieces that will be a fair crop unless some very unusual frost cuts it off. Hay is an extraordinary fine crop: there will be enough of Timothy Hay in these settlements for the farmers' own use, and a supply for all the lumbermen. It was from thirty to forty dollars per ton last winter, but it is thought it will not be more than ten dollars next winter. You would be surprised to see the amount of grain the settlers have got this year. There was not much Fall Wheat sown, but what there was did well. I was at Elliot's on the 18th of August, and I never saw better crops of all kinds of grain, and although the land is so new he has an excellent garden of vegetables. He put in a small quantity of Fall Wheat, and I never saw better; it was then ripe and the straw was bright: I rubbed out one head and I counted 72 large plump hard grains. The land seems well adapted for Winter Wheat. The family is very industrious, they appear contented and happy; their prospect is good. The inhabitants throughout the whole length of the road, with very few exceptions, appear well satisfied with their location. The Doyle settlement, near the Peterson line, is a very prosperous looking place, and will soon be a very fine portion of the country. They have abundance of produce, but they require the completion of the Mills on the Papineau River to make them comfortable: the man who is in possession of the mill site has not the means to erect it, and something should be done to get up the mills forthwith. There is a good farming country north, south, east, and west, of the site. Mr. Robinson is doing a great deal for the settlement

of the road and lands adjoining; his Saw Mill is in full operation at Lamab's Lake, and he will have a Grist Mill in operation about the middle of October. He has spent all his means in improving this part of the settlement, and deserves Government encouragement. The Settlement east of the Hastings Road, on the Peterson line, is in a very prosperous state; their crops are excellent, and they are making large improvements. I saw Messrs. Lake and Vanallen, who moved there from Thurlow. They told me they would not move back on any account; their families are contented and happy. There are eight families in the settlement, even so many miles back, and a prospect of a great many more soon going in.

"I have taken particular notice of the country for ten miles on either side of the Hastings and Pererson Line of roads. The quality of land on the first three ranges is of a lively loamy soil of a reddish cast, very warm and productive, but this part is much interspersed with shallow rock, intermixed with granite, and does not contain more than forty-five per cent. of good plough-land.

"The fourth and fifth ranges of Townships are chiefly all good farming land, averaging seventy-five per cent. of good land for 18 or 20 miles wide, east and west of the Hastings Road. The Townships of Burton and Harcourt, through which we have just finished the Government Road will be a very fine country: the soil is more mixed with clay and, although hilly, there are no ledges or rock and but few rolling stones. The timber is chiefly Maple, Beech, Basswood, and Birch, with a good supply of spring creeks and mill privileges. Many of the Settlers have informed me that they have written for their friends and acquaintances, and are daily picking out lots of land for them, so that the increase of Settlers will, I expect, soon be more extensive than it has been; and I am satisfied the prospect of Settlers would be far better than if they went to the Far West. The Settlers are enjoying excellent health, there being no illness of any consequence amongst them. The freedom from fever and ague, and the abundance of pure spring water, are very great advantages which our Settlers enjoy over those of the Far West. I have only to add that prices of every description of farm produce are remunerative and even higher in the back settlements than in the frontier towns, on account of the extensive manufacture of lumber which is carried on without intermission, and which is likely to continue for ages, as the supply is unlimited.

Mr. M. P. Hayes, the Crown Land and Free Grant Agent at Madoc, thus writes:—

"I am in receipt of your letter of the 4th instant, enquiring about the

crops and the condition of the Settlers on the Free Grants, &c. I spent the last five days of July and the first weeks of this month on the road, and am happy to be able to say the prospects are most encouraging. The season has been everything that we could wish for so far, and was largely taken advantage of by the Settlers. The Hay crop was nearly all cut and saved, and the yield is large. The quantity of Timothy Hay saved on the road this year will be more than quadruple that of any former year. The little Fall Wheat that was sown this season looks well.

The Wheat Midge, which has attacked the Wheat in the old Townships, has not appeared as yet in the new back Townships. Spring Wheat has been extensively sown and was looking splendidly when I was up. They are cutting it in some places now, and are well satisfied with the yield. Immense quantities of Oats have been sown and Potatoes planted, and both are looking very well. I cannot give you particulars of the yield as yet, as it is too early; but in the meantime you may calculate upon every crop being above the average, unless some unforeseen change take place in the next week or two."

### 2.—THE MISSISSIPPI ROAD.

Although not a Free Grant Road, is being opened by the Government for settlement from North Sherbrooke, in the County of Lanark, westerly, in order to open the fine lands in the valley of the Mississippi River. Nearly 34 miles of it are completed, and it is intended to intersect the Frontenac and Hastings Free Grant Roads. Mr. John A. Snow, the Agent for this Road, thus writes on September 17th:—

"I have made extensive enquiry throughout the Counties of Carleton and Lanark with respect to the crops: the result I am happy to say is remarkably favourable, although about one-fourth of the Fall Wheat suffered from being winter-killed, yet the fields which escaped are expected to yield an average of forty bushels to the acre. Spring Wheat was largely sown; the yield is estimated from 25 to 30 bushels per acre. The variety known as the Scotch has been extensively cultivated. A large breadth of land was sown in Oats, and the highest return is counted upon. The few fields of Barley cultivated promise well. Potatoes on low land are already suffering from the rot, but in the hilly country along the Mississippi Road and in the western part of the County of Lanark the disease has not yet appeared. The general impression is that the crops this season are at least one-fourth better than they have been for several years.

### 3.—THE BOBCAYGEON ROAD,

North of Peterborough, is a Free Grant Road, and runs nearly due north for about fifty miles between the Counties of Victoria and Peterborough.

The Agent for this Road (Mr. Richard Hughes,) thus writes, so late as October 1, 1860, he then having had ample time and opportunity to make the necessary enquiries and form correct estimates of the yield of the various crops :—

" Having made personal inspection of the crops so raised on the Free Grants on the Bobcaygeon Road during the present year, and having in all cases taken the lowest estimates given me by the Settlers, I am now enabled to make the following Report :—

" The number of Free Grant Lots located on the Bobcaygeon Road has reached 239, on which there are 195 actual settlers. Several of these have only lately moved in, and some so lately as not to have been able to get any crop in this present season. The Township of Galway has 44 settlers, Lutterworth 36, : Snowdon 35, and Minden and Anson each 29, the remainder being in three other Townships."

As to places of nativity, 90 are Irish, 42 English, 37 Upper Canadians, 20 Scotch, 2 French Canadian, 2 Germans, and 2 Swedes. These settlers are heads of families. The total number of souls is 927 on the Free Grants.

The crops raised by these settlers and their resources, for 1860, stand thus :—

| | | | | | Average per acre. |
|---|---|---|---|---|---|
| Wheat | 4450 Bushels | *a* | $1.10 | $4895 | 20½ b. |
| Oats | 3814 do | *a* | 0.30 | 1144 | 40 b. |
| Peas | 265 do | *a* | 0.60 | 159 | 25 b. |
| Indian Corn | 158 do | *a* | 0.75 | 118 | 38½ b. |
| Hay (Timothy) | 46 Tons | *a* | 12.00 | 552 | |
| Do (Beaver Meadow) | 180 do | *a* | 10.00 | 1800 | 1¼ tons |
| Potatoes | 26610 Bushels | *a* | 0.25 | 6652 | 183 b. |
| Turnips | 24682 do | *a* | 0.15 | 3702 | 275 b. |

Total Grain and Roots.....$19022

OTHER PRODUCTS.

| | | | |
|---|---|---|---|
| 200 M. Sawn Lumber | *a* | $6.00 | $1200 |
| 300 M. Shingles for roofing | *a* | 1.25 | 375 |
| Furs of various kinds | | | 5000 |
| 300 Deer | *a* | 3.50 | 1050 |
| 3000 lbs. Maple Sugar | *a* | 0.10 | 300 |

| | | | |
|---|---|---|---|
| 200 Gallons Molasses ..... | *a* | $0.50 ..... | 100 |
| 6000 lbs. Beef..... | *a* | 0.05 ..... | 300 |
| 20 Barrels of Pork ..... | *a* | 12.00 ..... | 240 |
| Products other than Grain and Roots..... | | | 8565 |
| Grain and Roots ..... | | | 19022 |
| Total product of the year 1860..... | | | $27587 |

You will observe that the averages per acre are very good, except for Hay: but it should be recollected that the natural Beaver Meadow has had no labour expended upon it. I have put the prices of each article much lower than they sold for last year; the largest and most valuable crop, Potatoes, at one-half. Some of the Oats grown in the Free Grants weigh as much as 48 lbs. per bushel. A Saw Mill has been put in operation on Free Grant Lot No. 10, Minden, capable of sawing 2000 feet every 12 hours, and a Grist Mill has been erected at Kinmount, an embryo village, 18 miles north of Bobcaygeon, where the "Burnt River" (so called from the dark colour of the water) crosses the Free Grant Road. There will soon be another Grist Mill required at the Gull River, about eight miles further north, as there is a good prospect of a large quantity of grain being raised in that neighbourhood next season. The Road is now completed to the Peterson Line, north of the Township of Minden, and forty miles from the village of Bobcaygeon, an Indian word meaning *big stone.*

The settlers' shanties, a short time ago, were mere huts covered with hollowed logs or what are called troughs; but now there are plenty of good warm houses of square logs covered with boards and shingles; and flooring can be had without difficulty. The erection of Saw and Grist Mills is a very great boon to the new settler.

I may add that the general healthfulness of the settlement is most satisfactory; only three deaths have occurred since the settlement commenced three years ago, and one of those was from old age. Fever and ague are unknown. It is the more surprising that the health of the settlers is so good when we consider how liable they are to exposure. As to water power, there are falls and rapids at short distances from each other all along the waters of Gull River and Burnt River, from their source to the outlets.

Fish abound in all the lakes and rivers; maskinongé and bass as far as the limestone extends northwards, and beyond this, in the granite region, are found in large numbers salmon trout and white fish of supe-

rior quality. An immense number of Deer are annually killed in the neighbourhood of these waters, and many of them are taken to the United States for sale. Beaver, otter, marten, fisher, mink, and many other minor fur-bearing animals, are found here, and the experienced hunter makes excellent wages.

This Road, and the Peterson Line intersecting it at right angles, are being continued yearly, and there are already forty miles of the latter, in addition to the fifty miles of the Hastings Road, opened for settlement. Free Grants are now to be given by an Order of Council, passed so lately as the latter end of September last, on all the Peterson Line, which, when finished, will extend upwards of seventy miles. The general character of the land, as far as the surveyors have reported, is very superior.

### 4.—THE ADDINGTON ROAD.

This is also a Free Grant Road, commencing about 25 miles north of Napanee, in the County of Addington, and extends 79 miles north. This road has been all made within the last five years, and 309 gift-lots, of 100 acres each, laid out upon it. Of these, 185 lots have been settled on. The road runs through the surveyed Townships of Kaladar, Barrie, Anglesea, Abinger, and Denbigh; and a fine settlement has commenced in the two first-named. The Township of Denbigh, near the Madawaska River, offers at the present time great inducements to settlers. Its soil is extremely fertile and its propinquity to the great lumbering districts on the Madawaska River offers a sure market for surplus produce at high prices. The climate is good: all cereals ripen. Cucumbers, melons, and vegetable marrows, come to great perfection. There was no frost this autumn to injure vegetation until the 27th day of September.

The country is well watered by springs and brooks, and is very healthy; no cases of fever or ague have occurred; and what is remarkable, no potatoe rot or wheat midge has as yet afflicted the settlers. Both winter and spring wheat, also rye, barley, peas, oats, Indian corn, buckwheat, beans, potatoes, turnips, clover and grasses of all kinds, parsnips, beets, onions, &c., grow luxuriantly. The growth of grain is remarkable for length of straw and heavy heading. Oats and wheat are often five feet high, and rarely lodge except from violent storms. Some of the crops have been already thrashed and weighed on No. 9 gift-lot, Barrie. Four bushels sowing of spring wheat produced 63 bushels, weighing 62 lbs. per bushel. Lot No. 20, Kaladar, produced 17 for one, weighing 63 lbs. per bushel. Many of the crops were still better, but not being all thrashed I cannot get particulars; but 20 for one has been of frequent

occurrence this season. Lot 26, Barrie, produced oats at the rate of 34 bushels for one; and No. 1, Anglesea, produced of barley 30 bushels for one bushel sowing. The soil is generally a sandy loam on limestone subsoil.

The productions of the Free Grant Lots on the Addington Road will not fall short of the following quantities:—

| | | |
|---|---|---|
| Rye, | 170 | Bushels. |
| Winter and Spring Wheat, | 4,190 | " |
| Peas, | 1,275 | " |
| Barley, | 387 | " |
| Oats, | 12,662 | " |
| Indian Corn, | 540 | " |
| Buckwheat, | 371 | " |
| Potatoes, | 20,000 | " |
| Turnips, | 12,000 | " |
| Artificial Hay, | 160 | Tons. |
| Natural, " | 372 | " |

The settlers living in the vicinity of the road have raised about three times as much as the settlers living on the road, many persons preferring to pay the small sum required (say 70 cents per acre) for a more extended choice in the lands back from the Road.

### 5.—OTTAWA AND OPEONGO FREE GRANT ROAD.

This is the oldest of the Free Grant settlements, and runs in a north-westerly direction through the County of Renfrew on the River Ottawa.

Mr. French, the Government Agent residing at Sebastopol, on the line, thus writes on 2nd November, 1860:—

"I send you a statement of the crops raised this year upon the Free Grants on this road, and you may rely upon its accuracy. I have not calculated the value of products above their real worth on the spot.

265 free lots of 100 acres each having been taken up, upon two of which Churches have been built, and sales of Crown land in the vicinity are proceeding steadily. There is much excellent landin the new Township of Radcliffe, which will be opened for sale on the 21st instant.

Brudenel has been lately erected into a municipality. The harvest all through has been an abundant one, and the settlers are cheerful and contented.

The Free Grants alone have produced the following crops in the year 1860, on 1478 acres actually under crop:—

| | | | | |
|---|---|---|---|---|
| 12,723 | Bushels of Wheat, | @ | $1.00..... | $12,723 00 |
| 12,711 | " Oats | @ | 0.50..... | 6,355 50 |
| 904 | " Barley | @ | 0.60..... | 542 40 |
| 268 | " Indian Corn | @ | 1.00..... | 268 00 |
| 580 | " Peas | @ | 1.00..... | 580 00 |
| 22,620 | " Potatoes | @ | 0.40 ..... | 9,048 00 |
| 11,502 | " Turnips | @ | 0.10..... | 1,150 20 |
| 312 | Tons of Hay | @ | 14.00..... | 4,368 00 |
| 570 | " Straw | @ | 3.00..... | 1,710 00 |
| 5,122 | Lbs. of Sugar | @ | 0.12..... | 614 64 |
| 544 | Gallons of Molasses | @ | 1.00..... | 544 00 |
| 209 | Barrels of Pork (200 lbs.) | @ | 16.00..... | 3,344 00 |
| 95 | Barrels of Potash | @ | 20.00..... | 1,900 00 |
| 4,467 | Lbs. of Soap | @ | 0.10..... | 446 70 |
| 18,176 | Bushels of Ashes | @ | 0.05..... | 908 80 |
| | | | | $44,503 24 |

This amount, divided by the number of acres under crop, gives an average of $30.32 per acre, a very large produce considering that so much of the land is still encumbered with the stumps of the lately felled trees."

The Government German Emigration Agent also states, from actual personal inspection and enquiry on the spot:—

" There are 95 Prussian or German families actually settled in the Upper Ottawa country, within the last 18 months, scattered through the Townships of Alice, Wilberforce, Bromley, Admaston, North and South Algona, and along the Free Grants, and also some in Petewawa and Westmeath, on the Opeongo Road; and thirty families have made payments on land who have not been able to move in for want of roads. —Sixty families of Germans also are expected, having written to their friends that they intend to emigrate to the Ottawa country next Spring."

After giving particulars of every Settler and the extent of land cleared and cropped by each individual, and the lot on which he lives, Mr. Sinn adds:—

" Forty of the ninety-five Settlers mentioned above entered on their land *eighteen months ago*, and during that time have progressed in the cultivation and settlement of their wild farms so far as to prove what any industrious and persevering family, possessed of only seventy-five dollars capital, can accomplish.

The results of the industry of these forty settlers he gives in this way, viz.:—

| | |
|---|---|
| Payment of 1st instalment on 4000 acres, (100 acres to each family) | $700 00 |
| Forty log-houses, stables and barns, at $40 | 1,600 00 |
| Forty-eight cows at $25 | 1,200 00 |
| Six yoke of oxen at $80 | 480 00 |
| Fifteen steers at $15 | 225 00 |
| Forty-five sheep at $2 | 90 00 |
| Seventy-two pigs at $10 | 720 00 |
| 260 fowls at 15c. per pair | 37 00 |
| 1400 bushels of wheat at $1.20 | 1,680 00 |
| 422 " peas, rye and barley, at 60c | 265 00 |
| 642 " oats at 40c | 256 00 |
| 9060 " potatoes and turnips at 30c | 918 00 |
| 330 lbs. of flax and tobacco at 10c | 33 00 |
| 40 tons of hay at $7 | 280 00 |
| 334 acres cleared at $10 | 3,340 00 |
| | $11,824 00 |
| Capital of 40 Settlers at $75 each | 3,000 00 |
| Net balance in favor of settlement being $220.60 to each Settler | $8,824 00 |

It may be added that Mr. Sinn brought to this office ten samples of most beautiful and excellent Fall and Spring Wheat, with the name of the grower, his lot, township, &c., on each sample, all grown by Germans in the County of Renfrew, in or about Latitude 46°. Mr. Sinn also states that the average produce of wheat this year, 1860, is about thirty bushels per acre, and the whole forty Settlers have furnished him with a certificate of their progress for the guidance of their countrymen who may contemplate removing to Canada, using these words:—"After only eighteen months' settlement we are in possession of homesteads which secure to us and our families the means of a comparatively independent livelihood. We are all satisfied with the land we have bought from the Canadian Government. It produces abundant crops; and although we possess but little means we can, by the aid of remunerative employment procured from the old Settlers, obtain the necessaries we require, until we shall have cleared sufficient land on our own lots to support us. We can therefore, upon our own experience, recommend Canada to our friends and acquaintances in the old country who are desirous to emigrate."

### 6.—THE MUSKOKA ROAD SETTLEMENT.

This road commences at a bridge spanning the Severn River, north of Lake Conchiching, the northern outlet of Lake Simcoe. It is conveniently reached from Toronto by the Northern Railroad to Belle Ewart, fifty-two miles, and thence by Steamboat on Lake Simcoe about twenty-eight miles.

The length of road on which Free Grants are offered is nineteen miles, extending to the Great Muskoka Falls; but the Road will soon be extended many miles further in a north-easterly direction till it intersects the Bobcaygeon Road.

The lands on the Muskoka Road have only been open for settlement since August, 1859, and thirteen miles of the new road have been made nly this season.

The Crown Lands Agent on this road reports the total population to be 183, having eleven log-houses and twenty-six shanties, 160 acres cleared, and 87 under crop. The Wheat, he says, yielded twenty-five bushels per acre, Oats thirty, Potatoes two hundred; and the whole produce of 1860 is valued at $3464, about $39 per acre. There is abundance of water power, mills in operation and in course of erection, and the settlements are healthy and prosperous both in the Free Grants and land adjoining.

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The settlements, the progress of which has been reported in the foregoing reports, are all in the Upper Province (Canada West); but there are also some growing and prosperous settlements in Lower Canada, well deserving the attention of settlers.

From the District of Gaspé and Township of Malbay, a beautiful sample of spring wheat, weighing 64 lbs. to the bushel, has been deposited in this Bureau, by the Norwegian Emigrant Agent, Mr. C. Closter, who thus reports the progress of this very new settlement:—

"I herewith send you sample of spring wheat growing on the farm of Mr. William Ross, in the Township of Malbay, District of Gaspé, which I trust you will find deserving your attention, inasmuch as this part of Canada, and its great capabilities, have been hitherto entirely overlooked by the European Emigration.

"I am happy to state that a most satisfactory commencement has been made. Fifty Norwegians went in this season, and after the heads of each family had satisfied themselves, by personal inspection, of various parts of the district, as to its agricultural capabilities, they selected their

respective lots, and at once commenced the erection of their log-houses, of which seven are now finished, and the families have taken possession for permanent occupation."

The most of these Norwegians came from a district in Norway in which the population are chiefly engaged in fishing, and they express themselves highly pleased with the great natural facilities that offer, from the inexhaustible fisheries along the coast and the River St. Lawrence, and that the locality cannot fail to be appreciated by others of their countrymen when its great advantages are made known to them. Mr. C. adds:—"That he saw not only very fine wheat, but also beautiful rye, barley, oats, potatoes, cabbage, and vegetables of every description. The climate is remarkably healthful, and the road now being made by the Government affords very great facilities to the new settler, and provides temporary employment for such as may be poor and requiring the means of supporting themselves for the first winter. The price of the land is from 1s. to 2s. 6d. sterling per acre, and the timber good and abundant. It should not be omitted to be specially mentioned, that Gaspé has been appointed by the Canadian Government as a free port, and will thus afford many advantages to the fisherman as well as to the farmer, mechanic, lumber merchant," &c.

In the other extremity of Canada East, in what are called the Eastern Townships, so called because east of Montreal, the crops this year have been remarkably fine, and these townships present an admirable field for prosperous settlement. A fine soil, a good and healthful climate, and a proximity to excellent markets, accessible both by rail and water, render the Eastern Townships as well deserving the attention of the industrious settler as any portion of the whole Province of Canada. The prices of land here are from 40 to 60 cents per acre, and there are upwards of 1,000,000 acres of Crown Lands for sale in the townships south of the St. Lawrence.

The Free Grants of Lower Canada are so recently opened for settlement, that there are no reports from them as yet worthy of special attention. In fact, the Crown Lands in all Lower Canada are sold so reasonably as to be almost classed as Free Grants.

Judging from the several reports by reliable parties, and from the statements furnished from many parts of the Province, the whole crops of Canada, with the exception perhaps of potatoes and hay, may be said to be on the average fully 20 per cent. greater than they were last year, or were ever known to be. The average of the entire Wheat crop, both fall and spring, will in all probability reach, if it do not exceed, 28 bushels to the acre. One return from Kincardine, County of Huron, gives 365 bushels

on seven acres and one-third, being $49\frac{8}{60}$ per acre, and very many of 40 to the acre. There have been some instances of 50 bushels of winter wheat. But the approaching Census will furnish accurate returns, of which prompt publication will be made.

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## THE CLIMATE OF CANADA.

The most erroneous opinions have prevailed abroad respecting the climate of Canada. The so-called rigour of Canadian winters is often advanced as a serious objection to the country by many who have not the courage to encounter them, who prefer sleet and fog to brilliant skies and bracing cold, and who have yet to learn the value and extent of the blessings conferred upon Canada by her world-renowned "snows."

It will scarcely be believed by many who shudder at the idea of the thermometer falling to zero, that the gradual annual diminution in the fall of snow, in certain localities, is a subject of lamentation to the farmer in Western Canada. Their desire is for the old-fashioned winters, with sleighing for four months, and spring bursting upon them with marvellous beauty at the beginning of April. A bountiful fall of snow, with hard frost, is equivalent to the construction of the best macadamized roads all over the country. The absence of a sufficient quantity of snow in winter for sleighing, is a calamity as much to be feared and deplored as the want of rain in spring. Happily neither of these deprivations is of frequent occurrence.

The climate of Canada is in some measure exceptional, especially that of the Peninsular portion. The influence of the great Lakes is very strikingly felt in the elevation of winter temperatures and in the reduction of summer heats. East and West of Canada, beyond the influence of the Lakes, as in the middle of the States of New York and Iowa, the greatest extremes prevail,—intense cold in winter, intense heat in summer, and to these features may be added their usual attendant, drought.

Perhaps the popular standard of the adaptation of climate to the purposes of agriculture is more suitable for the present occasion than a reference to monthly and annual means of temperature. Much information is conveyed in the simple narration of facts bearing upon fruit culture. From the head of Lake Ontario, round by the Niagara frontier, and all along the Canadian shores of Lake Erie, the grape and peach grow with luxuriance, and ripen to perfection in the open air, without the slightest artificial aid. The Island of Montreal is distinguished everywhere for the fine quality of its apples, and the Island of Orleans, below

Quebec, is equally celebrated for its plums. Over the whole of Canada the melon and tomato acquire large dimensions, and ripen fully in the open air, the seeds being planted in the soil towards the latter end of April, and the fruit gathered in September. Pumpkins and squashes attain gigantic dimensions; they have exceeded 300 pounds in weight in the neighbourhood of Toronto. Indian corn, hops, and tobacco, are common crops and yield fair returns. Hemp and flax are indigenous plants, and can be cultivated to any extent in many parts of the Province. With a proper expenditure of capital, England could be made quite independent of Russia, or any other country, for her supply of these valuable products.

The most striking illustration of the influence of the great Lakes in ameliorating the climate of Canada, especially of the western peninsula, is to be found in the natural limits to which certain trees are restricted, by climate. That valuable wood, the black walnut, for which Canada is so celebrated, ceases to grow north of the latitude 41 ° on the Atlantic coast, but under the influence of the comparatively mild Lake climate of Peninsular Canada, it is found in the greatest profusion, and of the largest dimensions, as far north as latitude 43 °.

TABLE of Mean Monthly and Annual Temperature at Toronto, Canada West, from 1840 to 1859, taken from the Records of the Provincial Magnetic Observatory, by Professor Kingston.

| | MONTHS. | | | | | | | | | | | | Mean Annual. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Jan. | Feb. | March. | April. | May. | June. | July. | August. | Sept. | October. | Nov. | Dec. | |
| | ° | ° | ° | ° | ° | ° | ° | ° | ° | ° | ° | ° | ° |
| 1840 } 1859 } | 23.72 | 22.83 | 30.07 | 41.00 | 51.38 | 61.27 | 67.06 | 66.12 | 57.98 | 45.27 | 36.65 | 25.97 | 44.11 |

MEAN Monthly and Annual Fall of Rain at Toronto, from 1840 to 1859.

| | MONTHS. | | | | | | | | | | | | Mean Annual. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Jan. | Feb. | March. | April. | May. | June. | July. | August. | Sept. | October. | Nov. | Dec. | |
| | In. | In. | In. | In. | In. | In. | In. | In. | In. | In. | In. | In. | In. |
| 1840 } 1859 } | 1.480 | 1.043 | 1.553 | 2.492 | 3.305 | 3.198 | 3.490 | 2.927 | 4.099 | 2.257 | 3.109 | 1.606 | 30.859 |

Dr. Lillie, in his Essay on Canada, remarks, that "Professor Hind holds the climate of Canada West to be superior to those portions of the United States lying north of the 41st parallel of latitude, in mildness—in adaptation to the growth of cereals—in the uniformity of the distribution of rain over the agricultural months—in the humidity of the atmosphere—in comparative indemnity from spring frosts and summer droughts— in a very favorable distribution of clear and cloudy days for the purpose of agriculture—and in the distribution of rain over many days—as, also, in its salubrity. In the following points he regards it as differing favorably from that of Great Britain and Ireland, viz.—in high summer means of temperature—in its comparative dryness—and in the serenity of the sky.

## ROUTES THROUGH THE PROVINCE TO ANY PART OF CANADA AND THE NORTHERN STATES OF THE AMERICAN UNION.

The following brief enumeration of the means of communication between Liverpool and Quebec, and between Quebec and any part of Canada, or the Northern, Middle, and Western States of the American Union, will serve to convey some idea of the combined facilities which the completion of the Grand Trunk Railroad of Canada, the Great Western Railway, and the unequalled system of Canadian Ship Canals, confer upon Emigrants in their progress through the northern part of the American Continent.

An emigrant starts in a sailing vessel or a steamer, from Liverpool or any other European port for Quebec. In a fortnight or a month, according to the mode of conveyance he adopts, he lands in Quebec. He may then proceed by railroad or steamer to Toronto in Upper Canada, or to any intermediate locality; from Toronto he may pass northward, a distance of ninety-four miles, by the Northern Railway to Collingwood, on Lake Huron, and then by steamer to Chicago and the Far West; or he may go by the Grand Trunk Railway or the Great Western Railway of Canada to Detroit, in the State of Michigan, and thence by rail to any part of the Western Union; or he may proceed by rail, or by rail and steamer, from Toronto to Goderich, or from Toronto to Buffalo, and thence by rail to any part of the Eastern or Southern States, or by steamer and rail to Ohio and contiguous States, or west by steamer or rail to Chicago and the Far West. A Table of routes and distances is given at the end of this Pamphlet.

In cases where expedition is required, the traveller may proceed from Portland, in the State of Maine, and where, for the present, is seated the Atlantic Terminus of the Grand Trunk Railway of Canada, and reach Toronto, in Upper Canada, by rail through Montreal, in twenty-five to twenty-six hours. And now that that wonder of the world, the Victoria Bridge across the St. Lawrence, is completed, the distance between the Atlantic at Portland, and Toronto, in the heart of the Lake country, a distance not less than 625 miles, is often accomplished in twenty-two hours. Once on the Lakes, magnificent steamers, unrivalled even in Europe, for size, speed and equipment, traverse hourly these great inland waters; and the choice of routes, either by water or land, is almost everywhere now presented to the traveller. Such is the unparalleled system of railway and steam communication which brings, through Canadian waters or over Canadian territory, the great Far-West of the United States within sixteen days' travel of Liverpool, London, Antwerp or Paris. The importance and value of these routes are best estimated

by the fact, that over them, as preferable to all others, now pass the mails from Germany, Belgium, France, and Britain, and the United States, under arrangements with the Canadian Government.

The Emigrant who desires speed, comfort and freedom from exactions should endeavour to reach the Port of Quebec, wherever may be his destination in North America, whether it be in the United States of America or in Canada. The success of the "Canadian" steamers between Liverpool and Quebec, has established the superiority of this over every other route. Vessels sailing to Quebec are under rigid regulations for the protection and comfort of all passengers; and, once in Quebec, the emigrant, in his long journey westward over Canadian routes, is under the strong protection of the Canadian government, which saves him from extortion and pillage, and the cost of travelling long distances does not in any case exceed three farthings a mile in Canadian steamers or over Canadian railways. From Quebec, by one or other of the routes to which attention has been directed, he can with more speed, safety and comfort reach his future home in the United States or in Canada, than if he had landed in New York or in Boston, or any other part of the United States of America.

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## TRADE AND REVENUE.

The general Revenue of the Province is derived from Customs, government land sales, revenue from public works and minor sources of income; government or provincial taxation never reaches the Canadian in a direct manner, and if he choose to limit his wants to the simple necessaries of life, and clothe himself, as tens of thousands do, in home-spun—the stamp of domestic industry and frugality—indirect taxation will only meet him in the articles of tea or coffee, each of which costs about one-half as much as they do in Britain. The only taxes he is called upon to pay he has the opportunity of voting for or against; his opinion, in other words, is taken as to whether the tax is just or necessary. Such taxes are for school purposes, road-making and bridge-building in the township in which he lives, and by which he benefits to a degree often one hundred-fold greater than the amount of money or labour he is required to contribute.

The commerce of a producing country like Canada, drawing its wealth from its Agriculture, Forests, Mines and Seas, is fairly represented by statistical tables of exports and imports. The following tables, compiled from official returns, will show the direction in which the industry of the Province exerts itself. The exports for 1858 and 1859 are thus classified:—

| | 1858. *Currency.* | 1859. *Currency.* |
|---|---|---|
| Agricultural Products | £1,976,100 | 1,834,949 |
| Produce of the Forest | 2,361,932 | 2,415,990 |
| Animals and their Products | 615,691 | 947,376 |
| Manufactures | 81,344 | 121,808 |
| Produce of the Sea | 179,574 | 204,356 |
| Produce of the Mine | 78,706 | 117,128 |
| Other Articles | 28,134 | 27,683 |
| | £5,225,781 | 5,670,203 |
| Estimated short returns from Inland Ports. | £360,761 | 416,151 |
| In addition to these items, we have the value of ships built at Quebec, amounting to | 185,910 | 105,391 |
| Giving a Grand Total of Exports of | £5,772,452 | 6,191,745 |

The tonnage employed in the transatlantic commerce of Canada, and with the Sister Provinces, amounted, in 1855, to 419,553 tons; and in 1859, to 641,652 inwards; and in 1855, to 451,241 tons; and in 1859 to 640,561 tons outwards.

The following statement shews the number and tonnage of Canadian and American vessels, distinguishing steamers from sailing craft, employed in the carrying trade, and passing through the canals of the Province:—

| | No. | Tons. | No. | Tons. |
|---|---|---|---|---|
| Canadian Sail | 633 | 66,903 | 751 | 74,715 |
| Canadian Steam | 88 | 7,812 | | |
| American Sail | 553 | 98,753 | 588 | 106,844 |
| American Steam | 35 | 8,091 | | |
| Total | | | 1,339 | 181,559 |

The following is a Comparative Statistical View of the Commerce of Canada, exhibiting the Value of Exports to, and Imports from, Great Britain, her Colonies, and Foreign Countries, during the years 1858 and 1859:—

| | *Value of Exports.* | | *Value of Imports.* | |
|---|---|---|---|---|
| | 1858. | 1859. | 1858. | 1859. |
| Great Britain | £2,224,653 | 1,994,189 | 3,073,872 | 3,696,521 |
| North Amer'n Colonies. | 240,107 | 210,119 | 103,844 | 95,439 |
| British West Indies | ..... | 1,756 | ..... | 133 |
| United States of Amer'. | 2,982,523 | 3,480,579 | 3,908,895 | 4,398,229 |
| Other For'gn Countries | 60,108 | 88,952 | 183,021 | 198,468 |
| Total | *£5,507,391 | 5,778,095 | 7,269,632 | 8,388,790 |

* Pounds Currency when multiplied by four are converted into American Dollars.

The year 1860, as far as ascertained, shews a very great increase, especially in Exports.

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## CANADA AS A FIELD FOR REMUNERATIVE INDUSTRY.

14. The motto of the Capital of Canada is "Industry, Intelligence, and Integrity," and her emblem is the Beaver. These three qualifications are required by all who desire to make speedy and honorable progress in life, and when possessed and exercised they can not fail, humanly speaking, to command success in Canada. There are no monopolies, exclusive privileges, or great and impassable gulfs between grades of society, such as exist in older countries, to check or arrest the progress of the honest and industrious man.

Many of the wealthy people in Canada originally landed in her territory without a friend to receive them, or means to provide for their future support; and there are still many who arrive during the spring and summer months to whom the future seems doubtful and dark, but who will most assuredly find themselves in a few years enjoying the luxury of well-earned independence, with ample and increasing provision for declining years or a growing family.

These remarks apply particularly to such emigrants whose first object on arrival is to obtain remunerative employment; it is therefore deemed proper to furnish operatives of every class with such full, practical, and authentic information as will not only facilitate them in procuring employment, but guard them against unfounded expectations. For this purpose the following Schedule of wages is given, more as a guide to the relative wages of various trades in Canada than as any encouragement, at present, to the emigration of any description of mechanics.

## Average Wages in Canada, in Sterling, prepared to 1st February, 1860.

| Calling. | Eastern Lower Canada. | | Western Upper Canada. | | Remarks. |
|---|---|---|---|---|---|
| | Per Day. Without Board. | Per Month. With Board. | Per Day. Without Board. | Per Month. With Board. | |
| Bookbinders and Printers | 4s. | ..... | 4s. 6d. | ..... | Compositors most commonly engaged by piece work. |
| Blacksmiths | 4s. | ..... | 5s. to 5s. 6d. | | |
| Bread and Biscuit Makers | 4s. | 40s. to 60s. | 4s. to 6s. 3d. | 40s. to 60s. | Generally engaged by the year, at the rate per month. |
| Butchers | 4s. | 40s. to 60s. | 4s. to 4s. 6d. | 40s. to 60s. | |
| Brickmakers | 3s. | ..... | 3s. 6d. to 5s. | ..... | Generally by contract per 1000. |
| Bricklayers and Masons | 4s. 6d. to 5s. 6d. | ..... | 6s. | | |
| Carpenters and Joiners | 4s. to 4s. 6d. | ..... | 6s. | | |
| Cabinetmakers | 4s. to 4s. 6d. | ..... | 6s. | ..... | Cabinetmakers, though requiring more skill than Carpenters, are not generally paid higher wages, because of the lesser demand for them. |
| Coopers | 3s. | ..... | 5s. | | |
| Carters, with Horse and Cart | 7s. 6d. to 8s. | ..... | 10s. | | |
| Coachmen and Grooms | ..... | 30s. to 45s. | ..... | 50s. to 60s. | |
| Cooks (Women) | ..... | 15s. to 20s. | ..... | 20s. to 25s. | |
| Dairy Women | ..... | 12s. to 15s. | ..... | 15s. to 17s. 6d. | |
| Dressmakers and Milliners | 1s.6d.with Board | 16s. to 17s. 6d. | 2s. 6d. to 3s. | | |
| Farm Laborers | ..... | 40s. to 60s. | ..... | 32s. to 60s. | Only employed by the day on pressing occasions, when high wages prevail. |
| Common do. | 2s. to 4s. | ..... | 2s. 6d. to 4s. | | |

## Average Wages in Canada—*Continued.*

| Calling. | Eastern Lower Canada. | | Western Upper Canada. | | Remarks. |
|---|---|---|---|---|---|
| | Per Day. Without Board. | Per Month With Board. | Per Day. Without Board. | Per Month. With Board. | |
| Gardeners | ..... | 40s. to 50s | 4s. to 5s. | | |
| Millwrights and Machinists | 6s. | ..... | 5s. to 6s. 3d. | | |
| Millers | ..... | 60s. to 80s. | 5s. | 60s. to 90s. | Commonly renumerated with share of profits. |
| Painters and Glaziers | 4s. 6d. to 5s. 6d. | ..... | 5s. to 6s. | | |
| Plasterers | 4s. 6d. to 5s. 6d. | ..... | 5s. to 6s. 6d. | | |
| Plumbers | 5s. to 6s. | ..... | 5s. to 6s. | | |
| Quarrymen | 3s. to 4s. | ..... | 2s. 6d. to 3s. 6d. | | |
| Ropemakers | 3s. 9d. to 4s. 6d. | ..... | 4s. | | |
| Shoemakers | 3s. 9d. to 4s. 6d. | ..... | 4s. to 5s. | ..... | Commonly employ'd on piece work |
| Sawyers | 4s. | | | | |
| Shipwrights and Boatbuilders | 3s. 6d. to 4s. 6d. | ..... | 4s. to 5s. | ..... | Very little employment. |
| Stone Cutters | 5s. 6d. | ..... | 5s. to 6s. | | |
| Saddlers and Harnessmakers | 4s. | ..... | 4s. to 5s. | | |
| Sailmakers | 4s. | ..... | 4s. to 5s. | ..... | Very little employment. |
| Servants, Male | ..... | 35s. to 45s. | ..... | 35s. to 45s. | |
| Do. Female | ..... | 12s. 6d. to 16s. | ..... | 12s 6d to 17s 6d. | |
| Slaters and Shinglers | 4s. 6d. to 5s. 6d. | ..... | 4s. 6d. to 5s. 6d. | | |
| Tanners and Curriers | 3s. 6d. to 5s. | ..... | 3s. 6d. to 5s. | | |
| Tailors | 3s. 6d. to 4s. | ..... | 3s. 6d. to 4s. 6d. | | |
| Tinsmiths, Braziers, &c | 5s. 6d. | ..... | 4s. to 5s. | | |
| Wheelwrights | 3s. 6d. to 4s. | ..... | 4s. to 5s. | ..... | Very few employed. |
| Whitesmiths | 5s. to 5s. 6d. | ..... | 5s. to 5s. 6d. | | |

The demand for many of the trades above particularised is merely nominal, and the probable amount of employment and its remuneration for mechanics generally are not likely for some time to benefit that class of emigrants unless they arrive with sufficient means to establish themselves in the rising towns and villages, many good openings of the kind occurring throughout the rural districts. Our farmers, however, who are now realizing the favourable results of the most bountiful harvest obtained for years, will be able no doubt to afford full employment to a considerable number of skilled agricultural labourers, to which class alone does this country at present offer the certainty of steady employment.

Female domestics are much required, and they will readily obtain situations throughout the Province at advanced wages.

For clerks, and such like persons seeking employment in mercantile life, Canada offers no encouragement whatever.

To the farmer with small means, or to such persons as are desirous of entering upon the occupation of land, this country offers the strongest encouragement. Cheap and fertile lands; easy of access; a healthful climate; and ready markets, both for the purchase of the luxuries of life as well as for the sale of all surplus produce, places Canada in a rank equal to any other country to which emigrants usually resort.

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### REQUIRED OUTFIT.

The following is a careful estimate of the quantity and cost of provisions required for 12 months, for a man and his wife, and three young children—and also a list of articles required by Settlers going into the Bush. The prices are attached at which they can be purchased at the Villages near the Settlements. The total capital required is about £58 currency or £47 sterling, although very many have succeeded, and are now independent, who had not £10 in the world upon their first settlement.

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PROVISIONS NECESSARY FOR A FAMILY OF FIVE, SAY FOR ONE YEAR.

| | | | |
|---|---|---|---|
| 8 barrels of Flour, at £1 15s. per barrel..... | £14 | 0 | 0 |
| 2 " Pork, at £3 15s. " ..... | 7 | 10 | 0 |
| 80 bushels of Potatoes, at 2s. per bushel..... | 8 | 0 | 0 |
| 30 lbs. of Tea, at 2s. 6d. per lb..... | 3 | 15 | 0 |
| 1 barrel of Herrings..... | 2 | 0 | 0 |
| ½ " Salt..... | 0 | 7 | 6 |
| Cost of Provisions..... | £35 | 12 | 6 |

SEED.

| | | | | | |
|---|---|---|---|---|---|
| 20 bushels of | Potatoes, at 2s. per bushel | £2 | 0 | 0 |
| 3 " | Wheat, at 7s. 6d. " | 1 | 2 | 6 |
| 10 " | Oats, at 2s. " | 1 | 0 | 0 |
| Cost of Seed | | £4 | 2 | 6 |

OTHER NECESSARIES.

| | | | | | |
|---|---|---|---|---|---|
| 1 Axe | £0 | 8 | 9 | |
| 1 Grindstone | 0 | 7 | 6 | |
| 1 Shovel | 0 | 1 | 10 | |
| 2 Hoes, at 3s. 6d. each | 0 | 7 | 0 | |
| 3 Reaping-hooks, at 1s. 6d. each | 0 | 4 | 6 | |
| 1 Scythe | 0 | 5 | 0 | |
| 1 Inch Auger | 0 | 5 | 0 | |
| 1 Inch and a half Auger | 0 | 7 | 6 | |
| 1 Hand Saw | 0 | 7 | 6 | |
| 2 Water Pails, at 1s. 6d. each | 0 | 3 | 0 | |
| 1 Window Sash, and Glazing | 0 | 5 | 0 | |
| 1 Bake-Oven | 0 | 5 | 0 | |
| 2 Pots, at 5s. each | 0 | 10 | 0 | |
| 1 Kettle | 0 | 5 | 0 | |
| 1 Fryingpan | 0 | 3 | 0 | |
| 1 Teapot | 0 | 2 | 6 | |
| 6 Small Tin Vessels, at 4d. each | 0 | 2 | 0 | |
| 3 Large Tin Dishes, at 2s. 6d. each | 0 | 7 | 6 | |
| 6 Spoons, at 2d. each | 0 | 1 | 0 | |
| 6 Knives and Forks | 0 | 5 | 0 | |
| 3 Pairs of Blankets, at £1 5s. per pair | 3 | 15 | 0 | |
| 2 Rugs for Quilts, at 2s. 6d. each | 0 | 5 | 0 | |
| 2 pairs of Sheets, at 3s. per pair | 0 | 6 | 0 | |
| 1 Smoothing Iron | 0 | 2 | 6 | |
| 1 Pig | 0 | 15 | 0 | |
| | | | | £10 | 7 | 1 |
| Total | | | | £50 | 2 | 1 |
| Add, one Cow | | | | 5 | 0 | 0 |
| Hay for do., first year | | | | 3 | 0 | 0 |
| | | | | £58 | 2 | 1 Currency. |
| | | | | Or £47 | 0 | 0 Sterling. |

THE RAILWAY ROUTES THROUGH CANADA ARE OVER THE FOLLOWING ROADS.

| | | Miles. |
|---|---|---|
| 1. | *The Grand Trunk*, (in Canada,) including St. Mary's to Sarnia, 70 miles; St. Thomas to Rivière du Loup, 78 miles; and Junction at Victoria Bridge, 6 miles—opened in 1859 | 970 |
| 2. | *The Great Western* and its branches | 357 |
| 3. | *The Northern* | 95 |
| 4. | *The Buffalo and Lake Huron* | 159 |
| 5. | *The London and Port Stanley* | 24 |
| 6. | *The Erie and Ontario* | 17 |
| 7. | *The Cobourg and Peterborough* | 28 |
| 8. | *The Prescott and Ottawa* | 54 |
| 9. | *The Montreal and Champlain* (in Canada) | 81 |
| 10. | *The Grenville and Carillon* | 13 |
| 11. | *The St. Lawrence and Industry* | 12 |
| 12. | *The Port Hope and Lindsay and Beaverton*—with Millbrook and Peterborough Branches | 56 |
| 13. | *The Brockville and Ottawa*—to Perth and Almonte | 56 |
| 14. | *The Stanstead, Shefford and Chambly*—St. Johns to Granby | 29 |
| 15. | *The Welland* | 25 |
| 16. | *The Hamilton*..... 17 miles (not open) | .. |
| | Total | 1876 |

## 1860–61.

ROUTES, DISTANCES, AND RATES OF PASSAGE BY RAILWAY AND STEAMER from Quebec to the principal places in Canada and the United States, by Grand Trunk Railway, or Steamer, daily.

| Places in CANADA. | Miles from Quebec. | Fare by G. T. Rail or Steamer. 1st Class. | Fare by G. T. Rail or Steamer. 2d Class. | Route. |
|---|---|---|---|---|
| | | $ c. | $ c. | |
| Acton West | 536 | 14 25 | 5 50 | By G. T. R. |
| Almonte | 385 | 9 00 | 4 00 | From Brockville by B. & O. R. |
| Arnprior | 402 | 10 00 | 5 00 | By Stage from Almonte. |
| Barrie | 565 | 12 00 | 6 50 | By N. R. from Toronto. |
| Belleville | 388 | 10 35 | 3 50 | By G. T. R. |
| Berlin | 562 | 15 00 | 6 25 | By do. |
| Bradford | 544 | 12 25 | 6 00 | By N. R. from Toronto. |
| Brantford | 628 | 13 75 | 6 50 | By B. & L. H. R. from Stratford. |
| Brampton | 522 | 13 75 | 5 50 | By G. T. R. |
| Brighton | 410 | 11 05 | 4 00 | By do. |
| BROCKVILLE | 293 | 7 00 | 3 00 | By do or steamer. |
| Bowmanville | 457 | 12 65 | 4 50 | By G. T. R. |
| Bruce Mines | 881 | 21 00 | 8 00 | By Steamer from Collingwood. |
| Carleton Place | 340 | 8 75 | 3 75 | From Brockville by B. & O. R. |
| Chatham | 679 | 15 25 | 7 00 | By G. W. R. from Hamilton. |
| COBOURG | 431 | 11 75 | 4 50 | By G. T. R. or steamer. |
| COLLINGWOOD | 593 | 14 00 | 7 00 | By N. R. from Toronto. |
| Cornwall | 236 | 5 25 | 2 50 | By G. T. R. or steamer. |
| Colborne | 417 | 11 30 | 4 25 | By do. |
| Compton, E. T. | 134 | 4 50 | 3 20 | By do *via* Richmond, E. T. |
| Dickenson's Landing | 245 | 5 55 | 2 75 | By do or steamer. |
| Dundas | 545 | 11 12 | 5 12 | By G. W. R. |
| Galt | 570 | 11 88 | 5 75 | By do from Hamilton. |
| Gananoque | 323 | 8 15 | 3 50 | By G. T. R. or steamer. |
| GASPE' | 500 | 12 00 | 4 00 | By Steamer from Quebec weekly. |
| Georgetown | 530 | 14 00 | 5 75 | By G. T. R. |
| Goderich | 637 | 15 00 | 7 75 | By B. & L. H. R. from Stratford. |
| GUELPH | 550 | 14 50 | 6 00 | By G. T. R. |
| Hamburg | 576 | 15 00 | 6 50 | By do. |
| HAMILTON | 539 | 11 00 | 5 00 | By do. or steamer. |
| Ingersoll | 592 | 12 75 | 6 37 | By G. W. R. from Hamilton. |
| Keene | 452 | 12 75 | 5 50 | By C. & P. R. do. Cobourg. |
| Kemptville | 304 | 7 00 | 3 25 | By P. & O. R. do. Prescott. |
| KINGSTON | 340 | 7 75 | 3 75 | By G. T. R. or steamer. |
| Komoka | 625 | 13 63 | 6 87 | By G. W. R. from Hamilton. |
| Lancaster | 222 | 4 80 | 2 00 | By G. T. R. or steamer. |
| Lefroy | 508 | 11 25 | 5 50 | By N. R. from Toronto. |
| Lennoxville, E. T. | 123 | 4 25 | 2 75 | By G. T. R. *via* Richmond, E. T. |
| LONDON | 615 | 16 35 | 6 75 | By do. |
| Matilda | 267 | 6 25 | 3 00 | By do or steamer. |
| MONTREAL | 168 | 3 00 | 1 00 | By do do. |
| Mount Brydges | 630 | 13 75 | 7 00 | By G. W. R. |
| Napanee | 367 | 9 60 | 4 00 | By G. T. R. |
| Newmarket | 542 | 12 00 | 6 00 | By N. R. from Toronto. |
| Niagara | 537 | 12 00 | 5 50 | By G. W. R. or steamer *via* Toronto. |
| Oakville | 518 | 11 50 | 5 00 | By do. do. do. |

ROUTES, DISTANCES, AND RATES OF PASSAGE, &c. &c.—*Continued.*

| Places in CANADA. | Miles from Quebec. | Fare by G. T. Rail or Steamer. 1st Class. | Fare by G. T. Rail or Steamer. 2d Class. | Route. |
|---|---|---|---|---|
| | | $ c. | $ c. | |
| Osgoode | 312 | 7 25 | 3 50 | By P. & O. R. from Prescott. |
| Oshawa | 467 | 12 75 | 4 50 | By G. T. R. or steamer. |
| OTTAWA | 335 | 7 00 | 3 50 | By P. & O. R. from Prescott. |
| Paris | 565 | 11 88 | 5 75 | By G. W. R. do. Guelph. |
| Perth (Bathurst Dist't) | 333 | 8 50 | 4 00 | By B. & O. R. do. Brockville. |
| Peterborough | 459 | 10 75 | 5 50 | By C. & P. R. do. Cobourg. |
| PORT HOPE | 437 | 12 00 | 4 50 | By G. T. R. or steamer. |
| PRESCOTT | 281 | 6 50 | 3 00 | By do. do. |
| Preston | 573 | 12 13 | 5 87 | By G. W. R. from Hamilton. |
| Princeton | 572 | 12 25 | 6 12 | By do. do. |
| Richmond Hill | 517 | 11 50 | 5 50 | By N. R. from Toronto. |
| Richmond, E. T. | 96 | 3 50 | 1 00 | By G. T. R. |
| Sarnia | 671 | 18 00 | 8 00 | By do. |
| Sault Ste. Marie | 900 | 21 00 | 8 00 | By Steamer from Collingwood. |
| Shannonville | 383 | 10 10 | 3 75 | By G. T. R. |
| Sherbrooke, E. T. | 120 | 4 25 | 2 00 | By do. *via* Richmond, E. T. |
| Smith's Falls | 319 | 8 25 | 4 00 | By B. & O. R. from Brockville. |
| St. Catharines | 560 | 12 00 | 5 50 | By G. W. R. from Hamilton. |
| STRATFORD | 589 | 15 60 | 6 50 | By G. T. R. |
| Suspension Bridge | 582 | 12 00 | 5 00 | By G. W. R. from Hamilton. |
| Thamesville | 664 | 15 00 | 7 00 | By do. do. |
| Thornhill | 512 | 11 50 | 5 25 | By N. R. from Toronto. |
| TORONTO | 500 | 11 00 | 5 00 | By G. T. R. or steamer. |
| Trenton | 490 | 10 75 | 3 75 | By do. |
| Wardsville | 651 | 15 00 | 7 50 | By G. W. R. from Hamilton. |
| Wellington Mines | 800 | 21 00 | 8 00 | By Steamer from Collingwood. |
| Whitby | 471 | 12 75 | 4 75 | By G. T. R. |
| Williamsburg | 260 | 6 00 | 2 75 | By G. T. R. or steamer. |
| Windsor | 631 | 20 00 | 7 12 | By G. W. R. from Hamilton. |
| Woodstock | 587 | 12 50 | 6 37 | By do. do. |
| *New Brunswick, &c.* | | | | |
| Dalhousie(New Bruns.) | .... | 15 00 | 6 00 | By Steamer, weekly, calling at Gaspé. |
| Miramichi " | .... | 18 00 | 7 00 | |
| Shediac " | .... | 19 00 | 7 50 | |
| St. Andrews " | .... | 15 00 | 9 00 | By G. T. R. to Portland, and thence by steamer. |
| St. Johns " | .... | 15 00 | 10 00 | |
| Charlottetown (P.E.I.) | .... | 22 50 | 9 00 | By steamer, weekly, *via* Gaspé. |
| Pictou, (Nova Scotia.) | .... | 20 00 | 8 00 | |

Throughout these passages, children under 12 years of age are charged half-price and those under 3 years are free.

## EXPLANATION OF ABREVIATIONS IN THE TARIFF.

G. T. R.—Grand Trunk Railway; Quebec.
N. R.—Northern Railway; Toronto.
G. W. R.—Great Western Railway; Toronto.
C. & P. R.—Cobourg and Peterboro' Railway; Port Hope.
P. & O. R.—Prescott and Ottawa Railway; Prescott.
B. & O. R.—Brockville and Ottawa Railway; Brockville.
B. & L. H. R —Buffalo and Lake Huron Railway ;—Canadian Route connection—Paris.
E. T.—Eastern Townships; Lower Canada.

ROUTES, DISTANCES, AND RATES OF PASSAGES, &c. &c.—*Continued.*

| Places in UNITED STATES. | Miles from Quebec. | Fare by G. T. Rail or Steamer. 1st Class. $ c. | 2d Class. $ c. | Route. |
|---|---|---|---|---|
| Albany (New York) .. | 436 | 9 50 | 5 00 | By Rail and Steamer from Montreal. |
| Alton (Illinois) ..... | 1287 | 33 25 | 12 00 | By Rail *via* Detroit and Lake Stat. |
| Augusta, do ..... | 1238 | 33 25 | 12 65 | By do. Chicago. |
| Aurora do ..... | 1051 | 28 35 | 9 70 | By do do. |
| Bellefontaine (Ohio).. | 894 | 23 38 | 9 85 | By do. Detroit. |
| Beloit (Wisconsin).... | 1105 | 29 80 | 10 95 | By do. Chicago. |
| Bloomington (Illinois). | 1106 | 30 50 | 11 00 | By do. Lake Station. |
| Boston (Massachusetts) | 423 | 11 00 | 6 50 | By do. Portland. |
| Buffalo (N. Y.) ..... | 573 | 14 00 | 6 00 | By do. Toronto. |
| Burlington do. ..... | 270 | 9 00 | 3 00 | By Railway from Montreal. |
| Burlington (Iowa).... | 1217 | 33 00 | 12 00 | By Railway *via* Chicago. |
| Cairo (Illinois) ..... | 1386 | 34 00 | 13 50 | By do. Lake Station. |
| Cape Vincent (N. Y.). | 359 | 7 50 | 4 00 | By Steamer from Kingston. |
| Chicago (Illinois) .. | 1007 | 27 00 | 9 00 | By Railway *via* Toronto. |
| | 1427 | 22 00 | 8 00 | By Steamer from Collingwood. |
| Cincinnati (Ohio).... | 1011 | 24 00 | 10 50 | By Railway *via* Detroit. |
| Cleveland do. .... | 756 | 23 00 | 8 00 | By do. do. |
| Columbus do. .... | 891 | 24 60 | 9 75 | By do. do. |
| Dayton do. .... | 1011 | 22 75 | 10 50 | By do. do. |
| Davenport (Iowa).... | 1110 | 30 00 | 10 55 | By do. Chicago. |
| Decatur (Illinois) .... | 1163 | 29 65 | 12 00 | By do. Lake Station. |
| Detroit (Michigan) ... | 734 | 20 00 | 8 00 | By G. T. R. |
| Dixon (Wisconsin) ... | 1105 | 30 00 | 10 95 | By Railway *via* Chicago. |
| Dubuque (Iowa)..... | 1195 | 32 85 | 13 00 | By do. do. |
| Dunleith (Wisconsin).. | 1195 | 32 60 | 12 80 | By do. do. |
| Evansville (Indiana).. | 1218 | 35 00 | 12 25 | By do. Detroit. |
| Fond du Lac (Wiscon.) | 1176 | 30 00 | 13 75 | By do. Chicago. |
| Fort Wayne (Indiana). | 963 | 22 80 | 10 50 | By do. Detroit. |
| Free Port (Illinois) .. | 1128 | 30 60 | 11 45 | By do. Chicago. |
| Fulton do. .... | 1143 | 31 00 | 11 70 | By do. do. |
| Galena do. .... | 1179 | 32 10 | 12 45 | By do. do. |
| Galesburg do. .... | 1175 | 32 00 | 11 50 | By do. do. |
| Green Bay (Wisconsin) | 1094 | 21 00 | 8 00 | By Steamer from Collingwood |
| Greencastle (Indiana). | 1101 | 28 00 | 11 50 | By Railway *via* Detroit. |
| Hamilton (Ohio)..... | 1001 | 25 25 | 11 50 | By do. do. |
| Horicon (Wisconsin).. | 1143 | 28 75 | 12 75 | By do. Chicago. |
| Indianapolis (Indiana) | 1036 | 25 50 | 11 60 | By do. Detroit. |
| Iowa City (Iowa) .... | 1213 | 34 25 | 11 65 | By do. Lake Station. |
| Janesville (Wisconsin) | 1097 | 29 15 | 12 00 | By do. Detroit. |
| Jefferson City (Missouri | 1420 | 39 00 | 19 50 | By do. Chicago. |
| Jeffersonville (Indiana) | 1144 | 25 00 | 13 60 | By do. Detroit. |
| Joliet (Illinois) ..... | 1017 | 27 25 | 9 25 | By do. do. |
| Kansas City (Kansas).. | 1694 | 44 50 | 21 00 | By Railway and River, Chicago. |
| Kenosha (Wisconsin).. | 1058 | 27 50 | 9 60 | By Railway *via* Chicago. |
| Keokuk (Iowa) ..... | 1227 | 35 25 | 14 90 | By Railway and Stage *via* Chicago. |
| La Crosse (Wisconsin) | 1372 | 33 25 | 13 45 | By do. do. |
| Lansing (Iowa)..... | 1352 | 33 30 | 14 50 | By do. do. |
| La Salle (Illinois).... | 1075 | 29 00 | 10 00 | By Railway *via* Lake Station. |
| La Fayette (Indiana).. | 1043 | 16 00 | 12 60 | By do. Detroit. |
| Lawrence (Massachu's) | 380 | 12 00 | 6 25 | By do. Portland. |
| Lexington (Kentucky) | 1110 | 27 00 | 13 00 | By do. Detroit. |
| Loganport (Indiana).. | 1030 | 25 00 | 11 50 | By do. do. |

ROUTES, DISTANCES, AND RATES OF PASSAGE, &c. &c.—*Continued.*

| Places in UNITED STATES. | Miles from Quebec. | Fare by G. T. Rail or Steamer. 1st Class. | Fare by G. T. Rail or Steamer. 2d Class. | Route. |
|---|---|---|---|---|
| | | $ c. | $ c. | |
| Louisville (Kentucky) | 1153 | 28 00 | 11 75 | By Railway *via* Detroit. |
| Macomb (Illinois) .... | 1216 | 33 30 | 13 20 | By do. Chicago. |
| Madison (Indiana).... | 1102 | 39 50 | 12 00 | By do. Detroit. |
| Madison (Wisconsin).. | 1167 | 40 00 | 14 35 | By do. Chicago. |
| Matteson (Illinois).... | 996 | 26 80 | 9 25 | By do. Detroit. |
| McGregor's (Minnesota | 1297 | 33 50 | 13 80 | By do. Chicago. |
| Mendota (Illinois).... | 1095 | 29 70 | 10 35 | By Railway *via* Chicago. |
| Michigan City (Mich.). | 952 | 23 00 | 9 50 | By do. Detroit. |
| Milwaukie (Wiscon.) | 1092 | 28 00 | 9 00 | By Railway *via* Chicago or Lake *via* Grand Haven. |
| | 1341 | 22 00 | 8 00 | By Steamer from Collingwood. |
| Mount Pleasant (Iowa) | 1237 | 34 15 | 12 75 | By Railway *via* Chicago. |
| Muscatine (Iowa) .... | 1197 | 33 00 | 11 75 | By do. Lake Station. |
| Naples (Illinois)..... | 1268 | 32 50 | 13 55 | By do. Detroit. |
| New Orleans (Louis.)... | 1828 | 54 00 | 19 00 | By do. Lake Station. |
| New York City (N.Y. | 576 | 12 50 | 5 50 | By R. & S. from Montreal. |
| | 530 | 12 00 | ..... | By Railway *via* Portland. |
| Ogdensburg do. | 282 | 6 00 | 3 10 | By Ferry-boat from Prescott. |
| Oswego do. | 456 | 9 00 | 4 00 | By Steamer from Kingston. |
| Peru (Indiana) ..... | 1109 | 25 25 | 12 80 | By Railway *via* Chicago. |
| Peoria (Illinois)..... | 1157 | 30 00 | 12 80 | By do. do. |
| Pittsburg (Pennsylva.) | 896 | 23 00 | 10 25 | By do. from Cleveland. |
| Pontiac (Michigan) .. | 749 | 17 15 | 7 50 | By do. do. Detroit. |
| Portage City (Wiscon) | 1189 | 30 25 | 14 25 | By do. do. Chicago. |
| Port Huron (Michigan) | 672 | 16 00 | 8 00 | By G. T. R. *via* Toronto. |
| Portland (Maine) .... | 316 | 9 00 | 5 50 | By do. Richmond. |
| Prairie du Chien (Wis.) | 1282 | 33 00 | 13 80 | By Railway *via* Chicago. |
| Prescott do. | 1513 | 35 20 | 15 30 | By do. do. |
| Princeton (Illinois.) .. | 1113 | 30 30 | 10 65 | By do. do. |
| Quincey do. .. | 1275 | 34 50 | 13 00 | By do. do. |
| Racine (Wisconsin) .. | 1069 | 27 50 | 9 80 | By do. do. |
| Redwing (Minnesota).. | 1498 | 35 95 | 15 30 | By do. do. |
| Rochester (N. Y.) .... | 491 | 10 00 | 5 00 | By Steamer from Kingston. |
| Rockford (Illinois).... | 1099 | 29 75 | 10 85 | By Railway *via* Chicago. |
| Rock Island do. .... | 1159 | 31 35 | 10 65 | By do. Lake Station. |
| Sandusky (Ohio)..... | 816 | 21 65 | 7 50 | By do. Buffalo. |
| Sheboygan (Wiscon) | 1100 | 25 00 | 9 00 | By do. Chicago. |
| | 1291 | 22 00 | 8 00 | By Steamer from Collingwood. |
| Springfield (Illinois).. | 1165 | 30 85 | 11 85 | By Railway *via* Detroit. |
| Sidney (Ohio)..... | 875 | 23 50 | 10 30 | By do. Buffalo. |
| St. Louis (Missouri) .. | 1292 | 34 00 | 12 50 | By do. Lake Station. |
| St. Paul (Minnesota).. | 1555 | 36 45 | 15 30 | By Rail and River *via* Chicago. |
| Terre Haute (Indiana). | 1109 | 28 75 | 12 72 | By do. do. Detroit. |
| Toledo (Ohio)..... | 869 | 20 00 | 8 50 | By do. do. do. |
| Troy (N. Y.) ..... | 430 | 9 00 | 5 00 | By Rail and Steamer from Montreal. |
| Urbana (Ohio)..... | 920 | 24 15 | 9 00 | By Railway *via* Chicago. |
| Vincennes (Indiana).. | 1167 | 28 00 | 13 72 | By do. Buffalo. |
| Waterton (Wisconsin). | 1103 | 28 50 | 12 00 | By do. Chicago. |
| Waukegan (Illinois).. | 1032 | 27 00 | 9 30 | By do. do. |
| Wenona (Minnesota).. | 1422 | 34 25 | 14 30 | By do. do. |
| Whitewater (Wiscon.). | 1142 | 28 50 | 12 50 | By do. do. |

## USUAL MAIN ROUTES FROM QUEBEC.

### *Canada.*

For Richmond, Sherbrooke, Lennoxville, Compton, Bury and Stanstead, in the Eastern Townships.....By Grand Trunk R.

For Ottawa City.....Railway or Steamer to Prescott, and thence by Railway.

For Upper Ottawa District.....By do do Brockville, and thence by Railway and Stage (17 miles), to Arnprior and Renfrew.

For Woodstock, London and Lake Erie District.....By Great Western R. from Hamilton.

For Goderich, and the Huron District .By Grand Trunk R. to Stratford, and thence byBuffalo and Lake Huron R.

For Georgian Bay District, Sault Ste. Marie, Green Bay, and Lake Superior.....By Northern R. from Toronto, and thence by Steamer from Collingwood.

### *United States.*

For Boston, New York, or places in the Eastern States.....By Grand Trunk R. *via* Richmond and Portland, State of Maine.

For Ports on Lake Champlain, Troy, Albany, New York, Philadelphia, &c.....By Railway and Steamer from Montreal.

For Ogdensburg, Oswego, Rochester, Buffalo, Cleveland, and northern parts of the States of New York, Pennsylvania, and Ohio.....By Railway or Steamer, and by Great Western R. *via* Hamilton.

For Detroit, Cincinnati, Chicago, Milwaukie, and the Western States generally.....By Grand Trunk R. or Steamer, or by Great Western R. from Toronto or Hamilton.

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All Emigrants requiring information as to the best routes and cheapest rates of conveyance, to any of the above Districts, should apply to the undermentioned Agents, who will also direct those in want of employment to places where they would be most likely to obtain it. The Agents will also give Settlers information as to the best and safest mode of remitting Money to their relations or friends residing in any part of Great Britain or Ireland.

*Quebec*..... A. C. Buchanan, Chief Agent.
*Montreal*..... J. H. Daley.
*Ottawa*..... Francis Clemow.
*Toronto*..... A. B. Hawke, Chief Agent for C. W.
*Hamilton*..... T. C. Dixon.
*Kingston*..... James McPherson.

NOTICE.—Emigrants arriving at Quebec, holding Through Tickets for their inland transport, and desiring to obtain information, may delay their journey for that purpose, as the Railway or Steamboat Company to whom they are addressed will take charge of their Luggage until they are ready to proceed.

A. C. BUCHANAN,
*Chief Agent.*

Government Emigration Office, Quebec, 1860.

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## VALUE OF ENGLISH COIN THROUGHOUT CANADA.

| | | | | | |
|---|---|---|---|---|---|
| 1 Sovereign | £1 | 4 | 4 | currency, or | $4.85 |
| 1 Crown | 0 | 6 | 1 | do | 1·20 |
| 1 Shilling | 0 | 1 | 3 | do | 0·24 |

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## PROTECTION TO EMIGRANTS.

The Imperial and Provincial Passenger Acts provide, as far as possible, against frauds and imposition, any instance of which should at once be made known to the nearest Emigrant Agent. "The Colonization Circular," published, yearly, by Authority, at Park street, Westminster, contains the regulations, dietary scales, &c., required by the Imperial Passengers' Act.

The Provincial Passengers' Act provides that Emigrants may remain and keep their baggage on board forty-eight hours after the vessel's arrival in harbour, and imposes a penalty on the master who compels passengers to leave before, (except in cases where the vessel has a Mail contract)—that they shall be landed free of expense, and at proper hours —that no person, without a license, shall influence passengers in favor of any particular steamboat, railroad, or tavern—that tavern-keepers shall have posted, in some conspicuous place, a list of prices to be charged for board, lodging, &c., and they will not be allowed to have any lien upon the effects of a passenger, for board and lodging, beyond five dollars —about one pound, sterling.

The personal effects of Emigrants are not liable to duty.

## Letter from the Chief Agent for Emigration on the Demand for Labour.

Government Emigration Office,
Quebec, 14th December, 1860.

Sir,—With reference to the demand for labour and the prospect which Canada offers as a home for the industrial classes of Great Britain in the approaching season of 1861, I have to state that the circumstances which called forth my remarks at the close of last season continue without much change. The country still holds out no encouragement to persons seeking situations as clerks; nor do I think the amount of employment or the remuneration generally offered to mechanics likely for some time to benefit that class of our emigrants, unless they should desire to establish themselves in our rising towns and villages, many good openings for which occur throughout our rural districts.

The general prospects of the Province have greatly improved during the past year; and our farmers, who are now realizing the benefit of the most abundant harvest they have had for years, will be able to afford increased employment to agricultural labourers—men who can plough, mow, and reap, and who understand draining—to which class of labourers chiefly does this country at present offer the certainty of steady employment.

The class of people whom we want, and who cannot fail to do well, are those who, having a small amount of capital, are prepared to purchase and settle on our lands, and make homes for themselves in the forest, as the inhabitants of this free and fertile land have done before them. The hardships to be encountered now are less than they were 25 years ago, when a few thousand people were scattered over a long frontier of country.

Mr. Hawke, the Chief Agent in Western Canada, wrote me on 28th November, that the prospects there "are greatly improved; and it is known that there are large quantities of farm produce yet to be brought to market, all of which is in demand at fair prices. Business is expanding, and consequently the demand for skilled and unskilled labour is much greater than it has been since 1857. Real estate, which has been almost unsaleable for years past at almost any price, begins to be enquired for, and sales are effected at fair prices.

"The quantity of fall wheat sown is large: the sowing was early and the tillage excellent; and the young wheat looks strong and healthy. But our farmers no longer rely, as in former times, almost exclusively on their fall-wheat crop: unusually extensive preparations have been made for spring sowing, and for these preparations farmers have been much favoured by the mildness of the weather.

"I am however opposed to holding out encouragement to any class of settlers, except farmers with means sufficient to enable them to buy or stock rented farms. There are plenty of such to be had on favourable terms, and the parties are sure of doing well if they and their families have a reasonable amount of prudence and industry."

I am, Sir,

Your obedient servant,

(Signed,) A. C. BUCHANAN,

*Chief Agent.*

To W. Hutton, Esq.,

*Secretary Bureau of Agriculture.*

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## Free Ports.

A Proclamation appeared in the Canada Gazette of the 31st December 1860, declaring in pursuance of an Act of Parliament passed last session that the Ports of Gaspé and Sault Ste. Marie, shall be Free Ports on and after the 1st of January 1861, and defining the limits thereof as follows:—

*Gaspé.*—"The limits of the Free Port of the Harbour commonly called Gaspé Basin, and the district to be attached thereto, shall extend three miles inland from low water mark, around the shores of the said Gaspé Basin; within the limits of the Free Port of Gaspé Basin so constituted, goods, wares and merchandize of every description, except articles prohibited by Law to be imported, may be imported without being liable to the payment of any duties of Customs, and landed at the said Port for consumption or exportation, provided always that the said goods, wares and merchandize shall, upon arrival, be duly reported and entered at the Custom House at the said Port, and that the importers conform in all respects to the existing Customs and Navigation Laws of the said Province, save and except the payment of duties attached to such importations into other Ports of Entry of the said Province, from the payment of which duties they are hereby relieved; All goods, wares, and merchandize that shall have been first duly imported and entered at the said Free Port of Gaspé Basin, may be considered free of duty within the following limits, to wit: within all that part of the District of Gaspé to the Eastward of the Boundary hereinafter described, that is to say: the North Eastern Bank of the River Nouvelle, from the mouth of that river in the Bay of Chaleurs, in ascending to the point where the said river meets the rear or Northern Boundary of the Township of Nouvelle, thence from the said point by a direct line Northward to the

head waters of the River Chatte, thence down the Eastern bank of the said River Chatte to the River St. Lawrence, comprising within the said limits that part of the Coast of the said District of Gaspé, on the River and Gulf of St. Lawrence and of the Bay of Chaleurs, extending from the mouth of the said River Chatte to the mouth of the said River Nouvelle; and the privileges thus conferred upon the said Section of the District of Gaspé shall extend to the Magdalen Islands and the Island of Anticosti, and also to the Coast of the River and Gulf of St. Lawrence, on the North Shore extending from Point des Monts Eastward to *Anse aux Blancs Sablons*, the Eastern limits of the Province on the Coast of Labrador, in so far that Vessels clearing from the said Free Port of Gaspé Basin shall be allowed to carry to and land the said goods on the said Islands and the said North Shore, within the Boundaries above mentioned, without such goods being subject to any duties of Customs; provided, however, that the Owner, Importers or Carriers of the said goods, shall conform to all and every the Regulations, made or which may be made by competent authority, with reference to the said Free Port or the District provisionally attached to it. All goods, wares and merchandize of any description whatsoever, which shall be found within the limits of the places hereinbefore described, and which shall not have been duly entered at the Custom House of the said Free Port of Gaspé Basin, or have been duly customed at some other Port of Entry in Our said Province, shall be deemed to have been imported contrary to the Customs Laws of this Province, and be liable to confiscation and forfeiture under the said Laws as if imported without report and entry into any other part of the Province, upon which the aforesaid Free Port privileges have not been conferred; and in order to facilitate the intercourse between other Canadian Ports of Entry and the said Free Port and the Districts hereinbefore described, Vessels and goods that have been duly reported and entered either for duty or for the Warehouse, at any of the said other Canadian Ports of Entry, may be taken direct from any such other Canadian Port of Entry to New Carlisle or Paspebiac and to Percé, in the said District of Gaspé or to Amherst, in the said Magdalen Islands, and there reported, entered and landed free of duty as if the said goods were reported, entered, landed at the said Free Port of Gaspé Basin or have been there first reported, entered and landed—and provision shall be made under proper Regulations for the Entry of goods at the said places in the manner aforesaid; As regards the exportation of Fish, Fish-oil or any other of the products of the Fisheries of the River and Gulf of St. Lawrence, and of the Bay of Chaleurs, such exportation may be made direct from New Carlisle, or from Percé or from Amherst aforesaid, as

well as from the Free Port of Gaspé Basin, subject to such further Regulations as may hereafter be made by competent authority in reference to such exportation and the clearing of the said goods and the Vessels on board of which the same may be shipped."

Sault Ste. Marie.—"Commencing on the north shore of Lake Huron, at the point of intersection of the principal meridian line with the waters of Lake Huron near Waddell's Mills, then southerly and westerly to the most south-easterly point of Lonely Islands, thence westerly to the most southerly point of FitzWilliam Island, thence due west to the intersection of the boundary line between our Province and the United States of America, thence following the said boundary line northerly and westerly to the westerly boundary of our Province, thence northerly along the westerly boundary of our Province to the northerly boundary of our Province, then easterly along the said northerly boundary of our Province to the intersection of the aforesaid principal meridian line produced northerly, thence due south along the said principal meridian line and prolongation thereof to the place of beginning, and that the following Regulations and Conditions shall regulate and govern the said Free Port of Sault Ste. Marie and the District herein attached thereto, that is to say:—1. All goods, wares and merchandize which shall have been first duly imported and entered at the Free Port of Sault Ste. Marie, may go into consumption free of duty, within the District hereinbefore attached to the Free Port of Sault Ste. Marie;—2. All goods, wares and merchandize which shall be found within the limits of the said Free Port, or of the District hereinbefore attached thereto, and which shall not have been duly reported and entered at the Custom House of the said Free Port of Sault Ste. Marie, or which cannot be shewn to have been duly customed at some other Port of Entry in our said Province, shall be deemed to have been imported contrary to Customs Laws of our said Province, and be liable to confiscation and forfeiture under the said laws."

## THE TIMBER RESOURCES OF CANADA.

The principal descriptions of Timber found in the forests of Canada are:—White, Yellow, and Red Pine; White and Black Spruce; Tamarac; White, Rim, and Black Ash; Grey, Red, Soft, and Rock Elm; Bird's Eye, White, and Red Oak; Bird's Eye, Curly, and Soft Maple; Black and Grey Walnut; Smooth and Rough Bark, Hickory; Ironwood; Red Wild Cherry; Basswood; Beech; Red and White Cedar; Hemlock, Fir, Poplar, Chesnut, Buttonwood, and Whitewood.

For furniture and ornamental purposes the luxuriant beauties of our Crotched, Wavy, and Mottled Black Walnut are well known, both here and in Europe; also the beauties of our Bird's Eye and Curly Maples, as well as of our Curly Birch, Crotched White Oak, and Red Wild Cherry. The superior qualities of our White, Red, and Yellow Pine are fully acknowledged in the markets of Europe. Our Oaks, Elms, and Tamarac rank high for ship-building and general purposes;—in fact, all our woods are susceptible of being utilized in the arts and manufactures.

Canada exports annually about 30,000,000 cubic feet of Timber in a rough state, and about 400,000,000 feet, board measure, of sawed Lumber. The revenue derived by the Province during the year 1860 for Timber cut in the public forests amounted to about 500,000 dollars, or £125,000 currency.

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## ADVANTAGES OF THE TIMBER RESOURCES OF CANADA TO EMIGRANTS AND SETTLERS.

The emigrant will have on his own lot an unlimited supply of the best fuel; the timber necessary for his house, out-buildings, and all kinds of farming implements and household articles, usually made of wood: moreover he obtains this supply in the process of clearing his lot. The Government conditions of sale allow him to cut and sell from his lot whatever timber he thinks proper, and apply the value of it in payment of the purchase money due by him. Thus the settler can pay for his lot with the crop planted by nature on it. As mentioned elsewhere, even in burning the timber which he does not sell, the ashes can be converted into Potash, which will meet a ready sale at from £7 to £9 currency per barrel.

[*Over*

N.B.—The Red Lines on the Map denote the Free Grant Roads, and the Townships marked Red are for sale *en bloc*.

## LOVELL'S CANADA DIRECTORY.

A Local and Personal Directory of Canada; containing a vast amount of va luable information as to Routes, Agricultural, Financial, and Educational Statistics, &c., &c.

It can be had at Algar & Street's, 11 Clement's Lane, Lombard-street, Lon don; Miller's, Stationer, 122 Ingram-street, corner of Hanover-street, Glasgow Oldham's, Grafton-street, Dublin; the Canadian Government Emigration Office, Weaver's Buildings, Brunswick-street, Liverpool. The work contains a very valuable Map of the whole Province. Price: Ten Shillings.

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# CANADA AND ILLINOIS!!

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## CAIRD'S

### ERRONEOUS VIEW OF CANADA,

## ANSWERED AND REFUTED.

This Pamphlet may be had, gratuitously, upon personal application at the Canadaian Government Emigration Office, Liverpool; or it will be sent by Post upon the receipt of the requisite number of stamps.